

ATLANTIC FISHERMAN

DECEMBER
1953

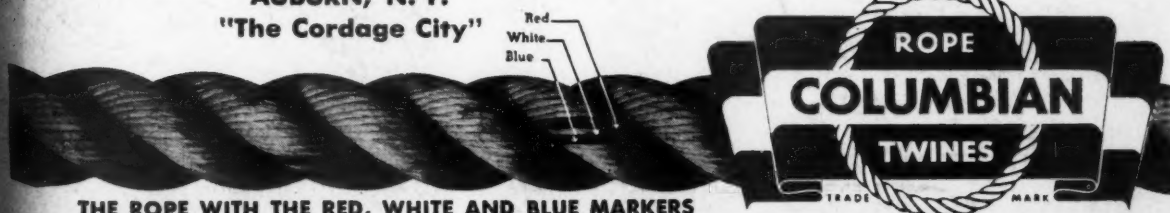
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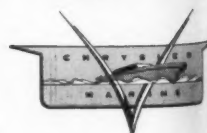
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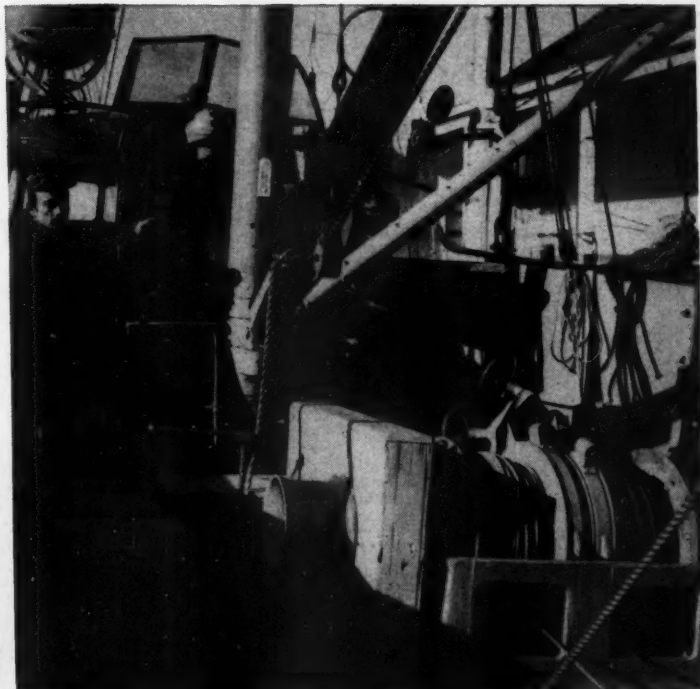
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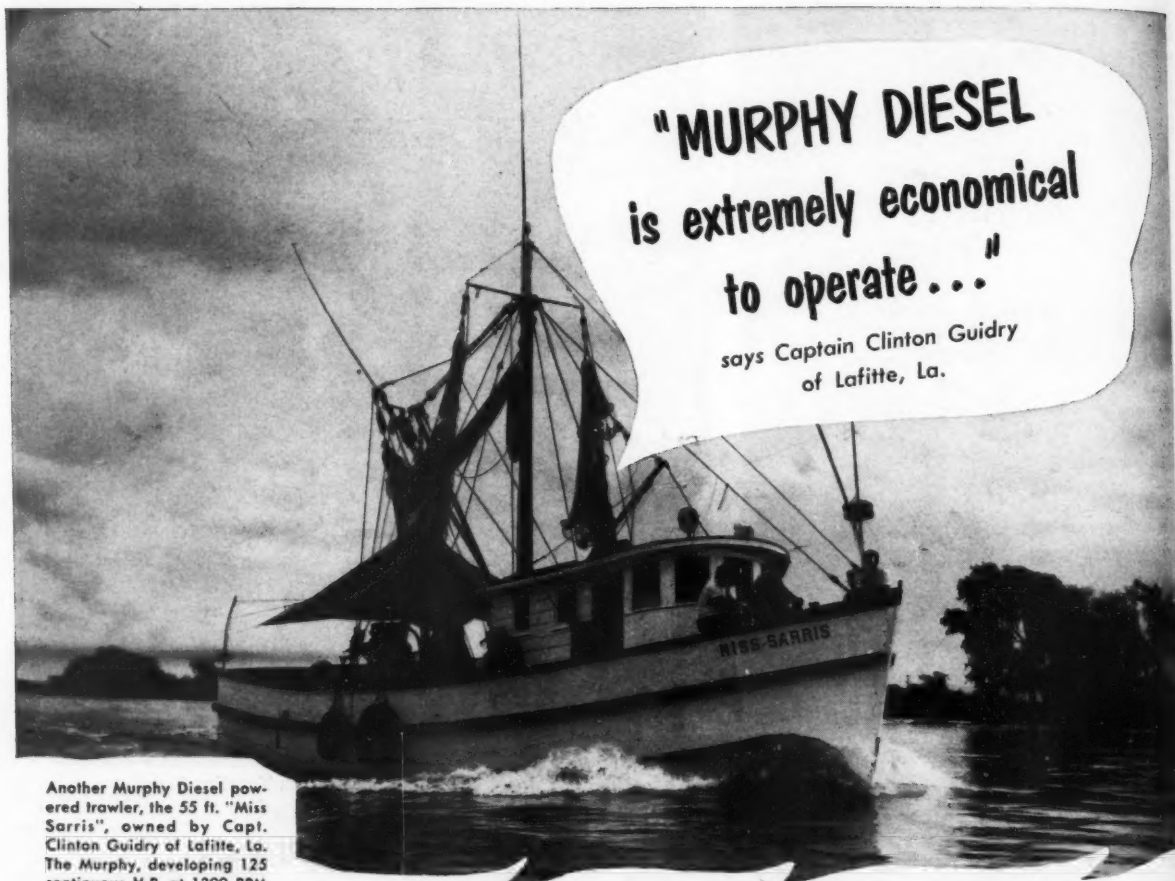
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**"MURPHY DIESEL
is extremely economical
to operate..."**

says Captain Clinton Guidry
of Lafitte, La.



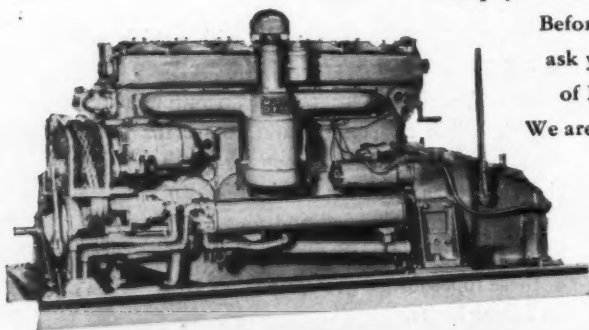
Another Murphy Diesel powered trawler, the 55 ft. "Miss Sarris", owned by Capt. Clinton Guidry of Lafitte, La. The Murphy, developing 125 continuous H.P. at 1200 RPM and equipped with a 3:1 ratio reduction gear, turns a 48" x 38" propeller.

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Editorial

Cooperative Effort Will Foster Progress

A forward-looking step was taken early this month by the New Bedford, Mass., fishing industry and allied interests when they formed a six-man joint labor-management steering committee to plot the industry's future. This group will be a nucleus from which sub-committees will be set up to investigate various phases of the business, and bring about harmonious, unified planning.

The action followed a meeting of 40 industry leaders with two nationally-known food authorities, who outlined a program for the advancement of the industry, with suggestions for overcoming problems with which it is faced. New Bedford fishing boat owners are presently concerned over the spiralling costs of protection and indemnity insurance for their crews.

The recommendations for the industry were made by Milton E. Parker, Director of Food Engineering, Illinois Institute of Technology; and William L. Campbell, food manufacturing consultant and vice-president of Food Machinery & Chemical Corp., San Jose, Calif. Following an on-the-scene survey of New Bedford's fisheries, both men emphasized the need for securing intra-industrial cooperation as the initial step in solving basic problems.

Mr. Campbell ruled out Federal aid as a means of helping the industry, stating the Government cannot be interested in just one industry, and "must take care of the needs of all people." In place of Government aid, he said, "why can't you work together to get your community behind you? Why should anyone else do the job you ought to do yourselves?"

"In reference to liability insurance, a workable clinic of physicians could be formed here for the purpose of physically examining fishing boat employees before allowing them to work aboard vessels sailing out of this port. Through such a clinic, you could unquestionably greatly reduce claims against vessels and owners—you could determine legitimate claims and eliminate illegitimate ones.

"Also", Mr. Campbell declared, "some compromise scale between labor and management as to liability claims could be determined and even incorporated in sailing articles. This would take cooperation within the industry. Cooperation within the industry is the primary must before anything else can be achieved."

In his recommendations to industry leaders, Mr. Parker stressed the following aids toward solution of problems: (1) Conservation of stock, and use of research in conservation measures. (2) Increasing the productivity of man hours and a subsequent curtailment of overhead costs. (3) Quality improvement in products. (4) Development of by-product industry. He implied the industry has only just begun to tap the by-product source, adding there is immense room for progress in the by-product field.

Three basic means of attaining the desired solution to the current problems, suggested by Parker were:

1. Establishment of a common ground of agreement among all the factors within the New Bedford industry—labor, buyers, fillet dealers, boat owners and allied industries.

2. An objective appraisal of all resources of the industry at this port. This appraisal, he said, should be conducted by a competent person, appointed by a committee of the industry, a "person who will appraise all units of the industry, and a person who has no axe to grind."

3. Doing away with out-moded procedures in the filleting, fishing and other phases of the business, and keeping up-to-date with efficient methods.

The example being set by New Bedford in establishing an industry steering committee might well be followed by other fishing ports. Such a group can render valuable service not only in solving problems that may arise but also in charting development programs. It is time for members of the fishing industry to give up some of their traditionally individualistic thinking, and cooperate with each other for mutual advancement.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Serving the Commercial Fishing Industry on Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXIV

DECEMBER 1953

NO. 11

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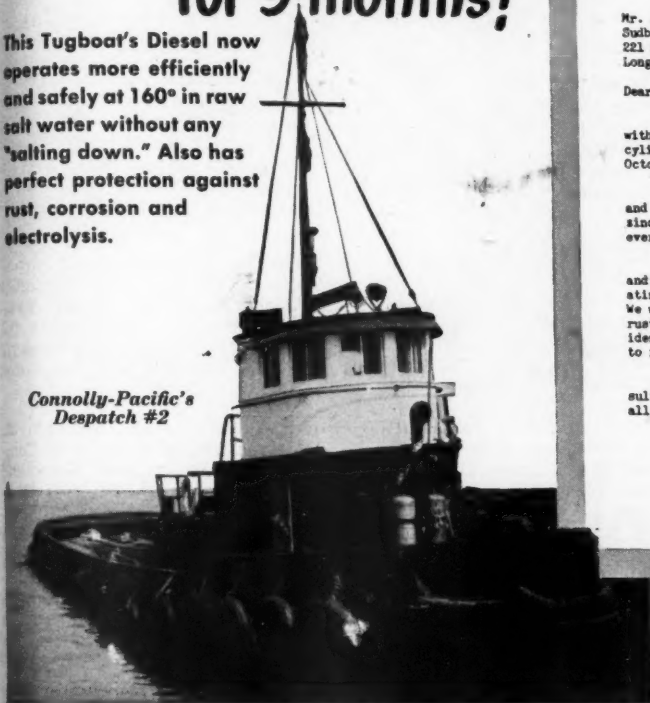
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"We used to replace a Liner every 2 months ... Now NONE at all for 9 months!"

This Tugboat's Diesel now operates more efficiently and safely at 160° in raw salt water without any "salting down." Also has perfect protection against rust, corrosion and electrolysis.

Connolly-Pacific's
Despatch #2



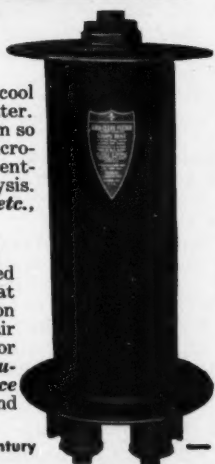
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The AQUA-CLEAR Feeder has made it possible to cool diesel and gasoline engines safely, direct with salt water. It treats all water going through the cooling system so it is completely noncorrosive. It puts an invisible, microscopic, water-tight film on all metal surfaces—preventing all rust, corrosion, and greatly reducing electrolysis. *Cylinder heads, manifolds, water jackets, liners, etc., are completely protected.*

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CONNOLLY - PACIFIC CO. CONTRACTORS

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LONG BEACH 2, CALIFORNIA

Mr. John N. Bergh
Sudbury Laboratory
221 Pomona Avenue
Long Beach 3, Calif

Dear Mr. Bergh:

We know you will be interested to know of our experience with the Sudbury Aqua Clear Feeder, which was installed on the 8 cylinder, 350 HP Diesel Engine aboard the Tugboat DESPATCH #2, on October 15, 1952.

As you know, the engine was completely salt water cooled and operating at a temperature of 110 degrees. Despite the usual zinc plates, we were forced to replace on the average of 1 liner every 2 months because of the electrolytic action.

Last week, after almost 9 months of operation, the block and heads were carefully inspected. During this period, the operating temperature had been increased to between 140 and 160 degrees. We were surprised to find everything clean. There was not a trace of rust or salting down, but best of all, there was absolutely no evidence of electrolysis. Under our former procedure we would have had to replace 4 liners in this time.

Needless to say, we are very well satisfied with the results achieved with the Aqua Clear Feeder and can recommend it for all marine engines which are salt water cooled.

Very truly yours,

CONNOLLY - PACIFIC CO.

By *J. L. Macfarlan*
J. L. Macfarlan
Port Engineer

Both Atlantic and Pacific Diesel Owners Say This Is the Big News of the Decade

Wharf Machine & Electric, Boston Fish Pier, reports on Diesel Engine in Schooner Adventure — "Due to electrolysis the liners decomposed... had to be renewed at intervals of about 9 months, one third of average liner life. Since your AQUA-CLEAR Feeder was installed 20 months ago, have not found it necessary to renew the liners... the water jacket and circulating ports are virtually free from rust and other fouling matter."

Wolverine Motor Works, oldest U. S. manufacturer of diesel engines—"From my experience with AQUA-CLEAR Feeders, I would consider them to be an economical essential to any salt water application"—W. H. White, Sales Manager.

Walter McInnis, world-renowned naval architect, designer of hundreds of workboats, fishboats, freighters, etc., says—"AQUA-CLEAR Feeders should be fitted into every boat that uses liquid cooled engines."

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Sounding-Lead

Supplies of fish in 1954 probably will be no larger than this year, according to report published in recent issue of Agriculture Department's *National Food Situation*. Total volume of fishery products available for distribution during first half of next year may not reach January-June 1953 level, particularly for canned fish. However, depending on out-turn of 1954 canned fish pack, supply of all fishery products during latter half of year may be slightly larger than in July-December 1953.

Civilian per-capita consumption of fresh and processed fish and shellfish next year is expected to total close to this year's rate. With supplies of livestock products likely to be plentiful, retail prices of fishery products in 1954 may average a little lower than for this year. However, prices for some items, especially among the canned commodities, will average somewhat higher.

Imports of fresh and processed fish and shellfish in 1954, particularly of the frozen and canned commodities, probably will be at least as large as this year. Because of relatively smaller supply of canned fish indicated for coming Winter and Spring period compared with a year earlier, United States may be rather attractive market during those months for imported canned fishery products.

Exports, on the other hand, may not be as large as in 1953 partly because of relatively small exportable supplies of canned salmon, California sardines (pilchards), and anchovies which are popular in foreign markets, and partly because of reluctance of many foreign countries to use any part of their dollar resources for purchase of canned fishery products.

High seas fishery issue has been indefinitely postponed by United Nations General Assembly. Final decision was summed up in following words: "The General Assembly decides not to deal with any aspect of the regime of the high seas or the regime of territorial waters until all of the problems involved have been studied by the International Law Commission and submitted to the General Assembly." Thus the issues involved have been referred back to the International Law Commission for more detailed study, which probably means a delay of 4 or 5 years.

The trend toward imposing bans, controls and restrictions on fishing in waters outside present three-mile limits appears to be gaining strength in several parts of the world. Some of latest proposals are as follows: Faroe Islanders have asked Danish Government to negotiate with Britain a "four-mile" offshore limit to fishing around the Islands; the Australian Government has imposed strict territorial control over pearl fishing around islands; President Syngman Rhee has imposed "Rhee line", 60 miles off South Korean coast, inside which only Korean vessels are allowed to fish; British trawlermen are expressing fears that Greenland will be next to seek extension of territorial limits; and fishermen in England are urging that 12-mile limit should be imposed to keep out French fishermen or, failing that, a line should be drawn from Harwich to Dover to protect Thames Estuary.

Plastic trawl nets are being used by Swedish fishermen, who claim that they are 5 to 7 times more durable than ordinary nets. Newly-established net factory in Sweden is making plastic yarn for use in the trawl nets.

The plastic net is made of ordinary cotton yarn impregnated against rot and covered with plastic. Chlorinated phenols and cupric salts are used in impregnating the yarn before covering it with plastic. It is claimed that this yarn will not rot and has a smooth surface to which algae will not cling, making for lesser resistance when net is pulled through water. It also has been found that plastic yarn results in good catches.

First plastic trawl nets were used in August last year, and have been used again this year; fishermen claim this

proves that plastic yarn is rotproof. Manufacturers have received inquiries from Brazil, Palestine, and Spain.

Production is growing and extensions are planned. Plastic yarn has not yet been tried for lobster and crab fishing, but it is believed that it would be very suitable for this purpose. The new material is about 40 per cent more expensive than ordinary cotton yarn.

Additions to fishing fleet of Atlantic Coast, Gulf of Mexico and Great Lakes during first nine months of 1953 totaled 368 vessels of 5 net tons and over, compared to 284 in same period of last year. About half of vessels which received their first documents as fishing craft were from Gulf area. This section's additions jumped to 188 from 113 last year.

Other regions showing an increase were the Chesapeake, where fleet additions totaled 67 for a gain of 16; and the South Atlantic, with 79, compared to 64 in 1952.

New England had only 18 additions, whereas 25 craft joined fishing fleet in same period of last year. Sixteen vessels were added to Middle Atlantic fleet, compared to 22 in previous year; and Great Lakes additions fell to 5 from 9.

Joint fisheries promotion program has been launched by U. S., Canadian and Norwegian firms. On December 2, newly-formed National Fisheries Institute Public Relations Committee, composed of representatives from the three countries, met in New York City for advertising agency presentation of program which is being executed on fishery products.

FAO conference convened in Rome on November 23, and after series of daily sessions, Fisheries Panel of Commission II completed its review of Program of Work and Budget for 1954 and 1955 as it related to Fisheries Division. There was substantial participation in panel discussions by nations with fishery interests at this Food and Agriculture Organization of the United Nations meeting.

A. W. Anderson, chief of U. S. Fish & Wildlife Service's Branch of Commercial Fisheries, was elected chairman of Fisheries Panel. U. S. spokesman in panel sessions was Charles Carry, director of Fisheries Division of National Cannery Association.

Assistant Director of F&WS (Fish & Wildlife Service) is Arne J. Suomela, Portland, Oregon, who was appointed to this post recently. Mr. Suomela had been Oregon State Director of Fisheries since 1945, and made a special survey of the Alaska fisheries for the Department of the Interior last Summer. He is considered one of the Nation's authorities on salmon fisheries.

Quota system of restrictions on imports of fresh and frozen fish fillets was urged in a brief which was filed with U. S. Tariff Commission by Maine's Commissioner of Sea and Shore Fisheries, Stanley R. Tupper. Commissioner Tupper pointed out that in 1940 imports of fresh and frozen groundfish fillets amounted to 9,740,000 lbs., while in 1952 this figure jumped to 107,802,000 lbs.

He reminded the Commission that millions of dollars of Marshall Plan aid enabled many European countries to materially improve their fishing vessels and equipment, while these same countries had free access to our recognized superior research, marketing methods, and studies of fish products. At the same time, Tupper pointed out, domestic fishermen received neither aid nor subsidies. He brought out that low production costs and low wages were not the only factors involved in foreign competition, mentioning many services to fishermen provided by other countries.

Summarizing Maine's position, Commissioner Tupper had this to say: "... It is our firm belief that the present administration's policy is to keep the standard of living at a high level for all of the people of the United States. This can only be done in our fishing communities by high productivity on the part of both fishermen and processors, and the proper protection of the industry by the Federal Government. The fishing industry is not asking for a dole, but rather their American right to be self-sustaining."

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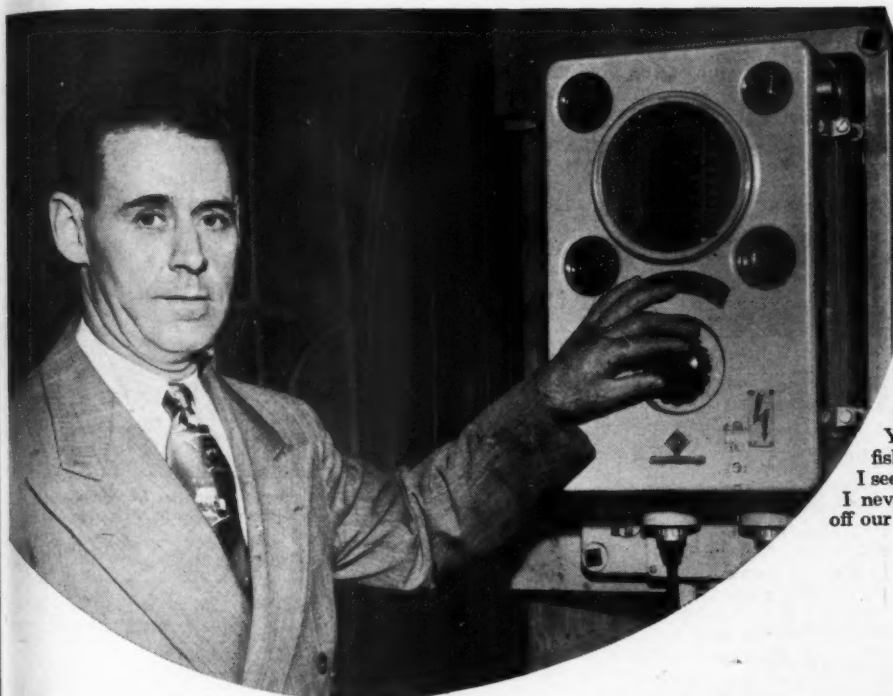
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CEMBER, 1953



"I don't fish by guess-work now. I can see the fish on FISCHLUPE," says Richard Dobbin, Captain of the "Flying Cloud," the first of six trawlers of the Irving Usen Trawling Company, Boston, to be equipped with the new electronic fish-finder. "Not only do schools of fish show clearly on FISCHLUPE, but I can tell the difference between hard and soft bottom, cod from haddock, large haddock from small haddock. Yes, I can even pick out single fish, easily spot a dogfish. Unless I see a large catch on FISCHLUPE, I never drop my nets. Cuts days off our trips."

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Lawrence Rosen, Vice-President and Marine Superintendent of the Irving Usen Trawling Company

Here's proof of its effectiveness: "Because of the proven success of FISCHLUPE aboard the 'Flying Cloud,' says Larry Rosen, 'I am equipping the entire Usen Fleet with them.'"

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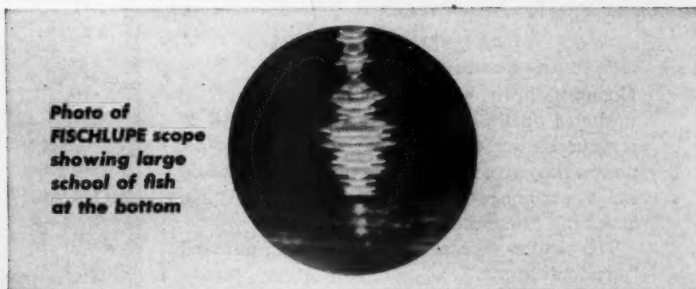


Photo of FISCHLUPE scope showing large school of fish at the bottom

FISCHLUPE* locates fish, spots underwater hazards that can hang your nets, aids navigation and functions as an underwater depth indicator. This most modern depth sounder is especially designed to function as an electronic fish-finder. No special knowledge is required to operate it. Super-sonic signals are transmitted downward, reflect back from sea-beds, schools of fish, rocks, wrecks,

and plankton. You can see these clear visual indications from fish or other objects on the cathode ray tube. By merely flicking a switch you can magnify any eight-fathom segment of the normal maximum depth range of 320 fathoms. This allows you to examine objects at close range. The size of your haul can be estimated and unprofitable drags can be prevented.

*"Fish-Lens"

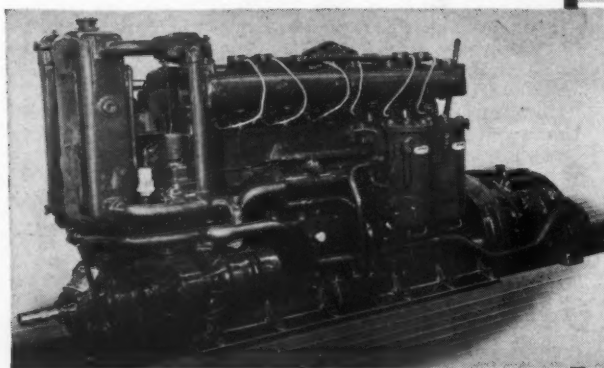
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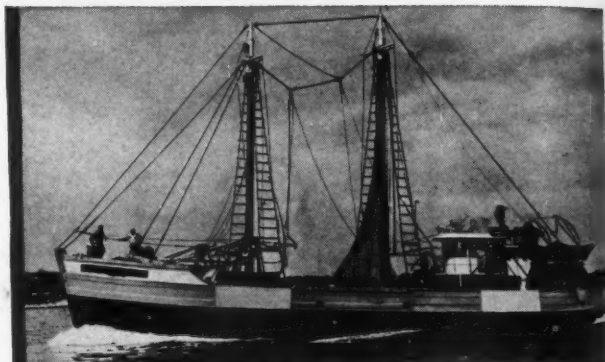
The ATLAS Model 35 DIESEL



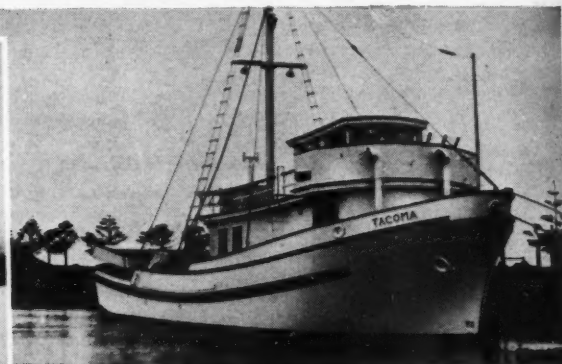
Compact, thrifty, with the stamina that stems from unstinted quality in construction, the ATLAS 35 is your answer for years of dependable fishing power. Easy access to working parts and decreased weight per horsepower are other things you'll like about this "fisherman's" engine.

The pictures show examples of ATLAS-powered "standouts at sea."

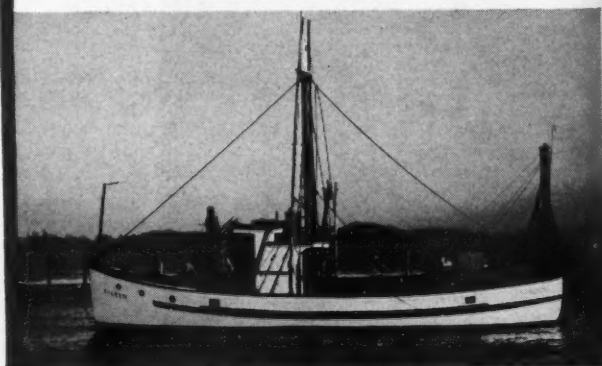
For information on how dependable and economical Atlas and Superior Diesels can help to establish record hauls for your fishing craft, ask your nearest Superior-Atlas representative, listed below, or write Springfield.



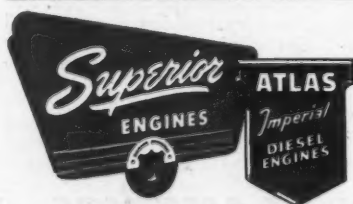
"Our Lady of Fatima," a 103' dragger that has been making record hauls, is powered by a dependable 400 h.p. ATLAS Diesel.



Australia's first purse seiner, the "Tacoma," gets her power from a 240 h.p. ATLAS Diesel which also handles her 300-fathom-long tuna net.



In 17 years of fishing, the owners of the "Eileen" have spent only \$162 for parts and labor for repairs to her ATLAS Diesel.



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Fishing Boat Design Discussed at Miami

U. S. and Foreign Fishery Authorities Attend Joint
FAO-Gulf and Caribbean Fisheries Institute Meeting

THE vital importance of good fishing boat design to efficiency and economy of operation was stressed at the International Fishing Boat Congress of the Food and Agriculture Organization of the United Nations. The meeting was held November 16-20 at the Delano Hotel, Miami Beach, Fla., in conjunction with the sixth annual session of the Gulf and Caribbean Fisheries Institute.

Other matters besides boat design which took the spotlight at the meeting, attended by nearly one hundred fishery representatives from the Western Hemisphere and delegates from Europe as well, included safety at sea, quality control aboard shrimp boats, financing of fishing craft and the freezing of shrimp at sea. The Shrimp Association of the Americas held a quarterly meeting on the 18th; the Southeastern Fisheries Association had a directors meeting; and the South Atlantic Section of the Atlantic States Marine Fisheries Commission also convened during the Miami meetings.

The Florida session of the International Fishing Boat Congress was actually a continuation of a similar meeting held in Paris recently. The same papers were presented at both meetings, more than 50 in all.

H. C. Hanson, Seattle naval architect called the "grand old man of fishing boat designers in the United States," was named president of the Miami meeting. He attended the Paris conference, and presented four papers there.

Safety Gets Attention

At the Miami session, much discussion was touched off particularly by the addresses of Gove Hambridge, North American regional representative of the Food and Agriculture Organization of the United Nations, who discussed boat design; and William C. Miller of San Diego, Calif., whose topic was safety at sea.

Hambridge said: "Boat designers and naval architects know how much good design counts in the efficiency of a fishing vessel, but they haven't paid much attention to fishing boats—until men like Mogens Jul, who has been in charge of technological work for FAO, and Jan-Olof Traung, the naval architect in our organization, came along and threw a spotlight on the vital importance of fishing boat design to the efficiency and economy of their operation." He made the comment during his discussion of the necessity of increasing productivity of the sea as a means of providing more food for the two-thirds of the people of the world who are insufficiently fed.

"It is remarkable what just a little improvement in fishing boats or fishing methods can do in some of the so-called backward nations," Hambridge disclosed. He related how merely supplying a motor for a fishing boat of a fisherman in an undeveloped area increased his catch from four to ten times what he formerly caught.

In addition to the wide discussion of fishing boat design and the comments of naval architects regarding the lack of previous interest in fishing vessels, there was lively talk from the floor during panel sessions regarding the merits of lamination of wooden frames for fishing boats.

Following Mr. Miller's address on safety at sea, many commented from the floor regarding their observation and experience which furthered safety at sea, or told of practices which should be ended in the interest of safety. A special committee was named to make a further study of safety afloat as applied to fishing vessels.

Jan-Olof Traung, secretary of the Congress and FAO naval architect, presented an outline of the work he has done in setting up fishing boat designs. It was agreed



Leaders at International Fishing Boat Congress held at Miami Beach, Fla. Sitting, from left to right, R. S. Mullette, UN Korean Reconstruction Agency; A. C. Hardy, London; Mogens Jul, chief fisheries technologist, FAO, Rome. Standing, E. R. Guerault, Paris; Francis Minot, director of the Marine and Fisheries Engineering Research Institute Inc., Woods Hole, Mass.; and William C. Miller, San Diego, Calif.

that a hull design made in one part of the world could be of practical value to other areas, even though deck arrangements and crew accommodations would have to be different. There also was agreement that there could be no standardized fishing boat that would serve all areas of the world, because of the widely varying conditions under which fishing is carried out.

Financing of Fishing Boats

Of much interest to fishing vessel owners were the addresses and panel discussions on financing fishing boats. John J. Faubion, Jr., executive vice-president of the First State Bank, Port Lavaca, Texas, talked on the financing topic during the Economic Session of the Gulf and Caribbean Fisheries Institute and also served on a panel regarding financing of fishing vessels.

Mr. Faubion's address was based on his bank's experience in pioneering fishing boat financing in the South and Southwest. He made his first fishing boat loan in 1948, he revealed, and today has more than \$500,000 loaned on fishing boats, mostly shrimp trawlers.

"We have financed 137 boats to date," he said, "and we have neither had to repossess a boat nor collect from an

(Continued on page 26)



Panel discussion at one of the joint Miami Beach sessions on quality control of fish and shrimp at sea.

SERVICE POINTS:
Massachusetts
Alabama
Worth, Texas
Oakland
California
Alaska
D.C. • Chicago
Astoria, Oregon
Wyoming
Nova Scotia
Toronto, Ontario
Minnesota
Seattle • New Orleans
Pennsylvania

What to Look for in Marine Lubricating Oil

By R. B. Purdy*

IT often has been said that "the most valuable ingredient of any product is the maker's good name"—and this applies to lubricants more than almost any other material. Many concrete advantages favor the buying of marine lubricating oil by brand rather than by specification. A boat owner often can save money and prolong the life of his machinery by purchasing a brand he knows and can trust.

Specification buying tends to reduce all products to the level of lowest passing performance. Thus, it destroys the incentive for research and progress and renders far more difficult, if not impossible, the development of improved and more efficient engines and machines. The petroleum and marine industries are partners in the constant struggle for progress—neither can go forward alone and both will lose impetus and incentive if either falters.

Everyone knows that the United States Armed Services have established specifications to cover the properties and minimum quality of all materials they buy. These specifications serve their purpose for the Army and Navy, and serve them well, so this paper is not intended as a criticism of specification buying as practiced by them.

Unfortunately, however, many commercial users of marine lubricants have come to believe that purchasing against Armed Services Specifications assures them a maximum return for dollars spent. This misconception can be tragic for the user; at best it results in a number of disadvantages, which include the following:

- (1) Purchaser buys products that just meet minimum specifications.
- (2) Boat operator relieves supplier of any responsibility for the performance of the lubricant in service.
- (3) Boat operator loses benefits normally derived from supplier's engineering service.
- (4) Boat operator relieves supplier of the responsibility of keeping product supplies at all ports.
- (5) Tends to retard the development of new and better products.

In purchasing lubricants to specification, the Services are concerned with unit costs of products and are not too interested in the real cost of lubrication, which on board privately-owned vessels involves a consideration of reliability, maintenance costs, turn-arounds, etc. A product that just gets by is entirely acceptable to the Services, while a product that results in less maintenance, or that lasts longer, or may be applied less often and so results in lower consumption, is given no special credit or consideration.

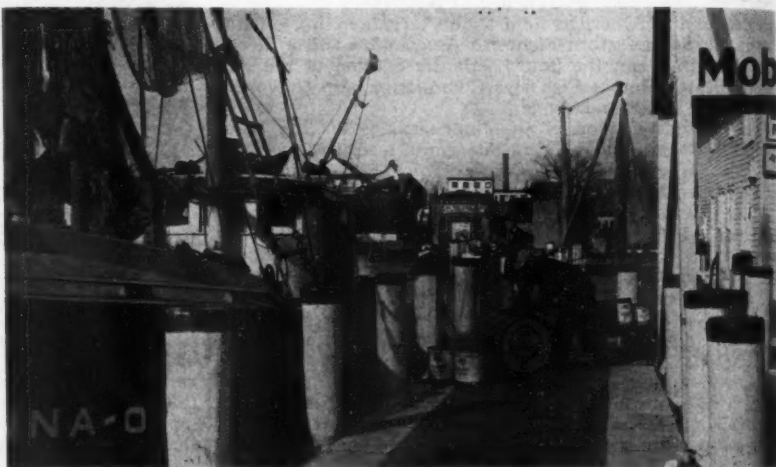
No one oil company can supply all the lubricants required by the military. The volume is so great and distances so far-flung that the military must be able to buy from many companies, especially in times of emergency. Therefore, specifications must be broad enough to allow the purchase of a suitable product from many oil companies. Thus suppliers, forced to compete in price, will offer the cheapest product that meets the specification—one that just meets requirements. A lubricant selected on this basis is not likely to produce the best results or be made of the best materials. This is aggravated further by

the military desirability for general purpose lubricants, preventing the purchase of special oils for extreme service.

Physical Characteristics

The physical characteristics of a lubricating oil as determined by laboratory inspection tests usually include viscosity, flash and fire point, color, gravity and pour point. Of these, only viscosity and pour point provide any information as to the suitability of an oil for a particular use, and none of them provide information concerning its quality.

Various laboratory bench tests designed to give some indication of chemical stability, anti-wear properties and demulsibility are available. Their results, in general, cannot be correlated consistently with actual field performance.



A Long Island, N. Y. fishing vessel taking aboard Gargoyles DTE lubricating oil and Mobil oil fuel.

ance, but are of value in the laboratory for screening purposes.

The inability of physical specifications to assure the procurement of the best lubricant for a given requirement may be demonstrated by critical examination of the Armed Services Specifications. For instance, oil for deck machinery is specified under MIL Symbol 5150 and 5190. These are cylinder oils having a permitted pour point of 60 F. It takes little imagination to picture what would happen during the Winter if such oils were used in the gear cases of deck machinery on board a ship operating in the North Atlantic.

To give credit to products that exceed the minimum requirements would require performance evaluation. But tests necessary to evaluate performance of a lubricant involve long and costly procedures which few boat operators are able or qualified to make, and to be meaningful they must be made in the machine in which the lubricant is to be used.

The purchaser who defines for himself the physical characteristics and quality of a lubricant by specifications, and decides for himself which oil is to be used, accepts the responsibility for the performance of that lubricant. The oil company's responsibility ceases when material meeting the specification is delivered. On the other hand, if the purchaser accepts a product recommended by the supplier, the responsibility for performance remains with the supplier and the company's representative retains an interest in seeing that the oil does the job expected of it.

The supplier has no responsibility for performance of lubricating oil bought on specification, and there is no reason for him to provide engineering service. This service, which ordinarily is given those who purchase branded

(Continued on page 41)

* Staff engineer of the Lubricating Department, Socony-Vacuum Oil Co., Inc., from whose publication, "The Compass", the material was excerpted.

Shrimp Freezer Boat "Brazos" Proves Successful

**Ability to Spend More Time on Campeche Fishing Grounds
Is Chief Advantage of This Modern Texas Shrimp Trawler**

IN the beginning, the Texas freezer boat *Brazos* held about as many bugs as it now holds shrimp. But these initial troubles eventually were overcome, and the Corpus Christi craft since has proved to be a very practical thing.

The revolutionary *Brazos* grew from an idea bred by a standard icer, the *Atascosa*. "We built the *Atascosa*," co-owner Al Schmid said, "and as soon as it was out, we began looking for a way to improve the business. Too much time was lost in running. Then we hit on the idea of a refrigerator boat."

Schmid is an insurance executive. His partner in Padre Island Fisheries is a Corpus Christi physician, Dr. William C. Triplett. They put the shrimping business on a laboratory table, viewed it through a microscope, and figured the percentages.

To begin with, the *Brazos* designers threw away the brine tank that was standard equipment on other refrigerator boats. They substituted a refrigerating system and an insulated storage hold.

Then they built a cork box inside the original hold, after which they had the wooden hull, Styrofoam insulation, an air space and then the cork box to keep in the cold. Temperature in the storage hold is maintained at 15 degrees below zero Fahrenheit, or colder.

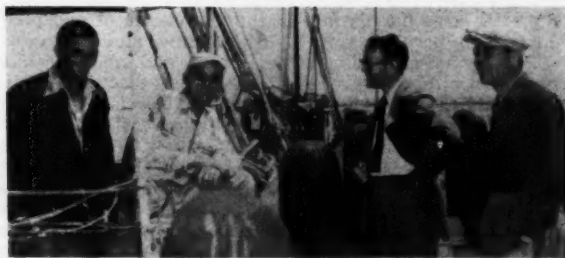
There were many details to be ironed out in the refrigeration system before it behaved as it should. Having a catch spoil because of condenser trouble would have been a serious matter.

Vessel Was Built in Mississippi

The *Brazos* was launched at the Brander Shipbuilding Co. in Biloxi, Miss. during September of 1951. In March, 1952, the vessel had been outfitted to the owners' satisfaction, and she began full-scale operations. The craft is 72' long, has a beam of 21½' and draws 10' of water.

Two freezing system compressors are powered by two 35 hp. General Motors Diesels. The two main engines are General Motors 6-71 Diesels, of 165 hp. each. They drive twin screws, and the *Brazos* is steered with twin rudders. There is dual equipment on everything necessary to operation of the boat, except the winch.

An innovation in a shrimp boat, according to Schmid, is the Edson steering arrangement. The worm gear apparatus does away with cables.



The 72' freezer boat "Brazos" being met at the dock in Corpus Christi, Tex., by its co-owners, Al Schmid, right, and Dr. William C. Triplett, second from right. A former crewman is at the left, and Capt. Ben Stanley, master of the "Brazos", is second from left. The freezer ship is powered by twin 165 hp. General Motors Diesels.

A radiotelephone connects the *Brazos* with the shore and with other shrimpers, while an automatic pilot and a Bendix depth recorder help the helmsman in long voyages across the Southern Gulf of Mexico, as well as on the fishing grounds. A pressure water system makes showers possible for crew members.

The *Brazos* was designed especially to fish the Campeche Banks off the Yucatan Peninsula. Fuel capacity is sufficient to keep the trawler out from the South Texas (Continued on page 29)



Left: packing and weighing being done in a single operation on the freezer ship "Brazos". Joe Eason weighs a five-pound package, while S. A. Kogstvedt (right) readies a freezing tray. Photo at right shows Capt. Ben Stanley placing a tray of packaged shrimp in the freezing tunnel.

Fish Affected by Phosphate Content of Ocean

British Association Hears Report on How Fluctuations in the Fish Yield Are Caused by Variations in Amount of Phosphate

THE large fluctuations in the abundance of phosphate which occur in the English Channel and the accompanying changes in the nature and abundance of animal life there, were among the topics discussed at the 115th annual meeting of the British Association for the Advancement of Science. The complete collapse of the Plymouth herring fisheries in the early 1930's was stated to be an example of the influence of phosphate variations.

The British Association meeting was held recently at Liverpool University, and a good deal of the time of the Zoological Section was devoted to a discussion of recent research on the sea and such of its inhabitants as concern the fishing industry. Subjects covered ranged from underwater photography to future trends in echo-sounding, the sex-biology of shellfish, and underwater TV as a means of studying the density of life on the sea-bed.

The paper on the effects of phosphate in the water was given by Dr. L. H. N. Cooper of the Plymouth Marine Biological Laboratory. He discussed the Celtic Sea and Eastern North Atlantic, and pointed out that the control of the productivity of the local shelf-waters lay outside them in the Atlantic Ocean.

Samples obtained by the R. R. S. *Discovery 2nd* in the Atlantic showed that today there are no rich nutrient reserves in the Ocean within reach of the forces which could bring them to the surface. In the early 1920's such rich reserves of nutrients must have lain several hundred meters higher in the Atlantic, within reach of the currents and physical forces which then and today could bring them up.

Dr. Cooper went on to say that the simplest mechanism which could have accomplished this was an upward displacement of all the water in the North Atlantic between 400 and 4000 meters depth. This could have been achieved only by an exceptional recruitment of cold heavy bottom water about 1921, room for which had to be provided by upward displacement of the water already there.

This new water could come only from either the Weddell Sea in the Antarctic or the areas around Greenland and the Norwegian Sea. The water from the Weddell Sea probably doesn't contribute more than a third of the vol-

ume of deep water in the North Atlantic. The rest comes from the North.

The temperature of bottom water in the North Atlantic became colder in the teens of this century, culminating in the very cold Winters of 1918, 1920 and 1921. Dr. Cooper put forward the view that most of the water now in the bottom of the North Atlantic sank from the surface in those cold Arctic Winters, and displaced upwards the nutrient-rich water which rejuvenated the waters of the English Channel in 1921. Since then there has been no such succession of cold Arctic Winters, and no appreciable rejuvenation of nutrients has occurred. These nutrients probably remain available for some years.

Growth and Survival of Oyster Larvae

In the shellfish classification, C. D. Waugh of the Fisheries Laboratory at Burnham-on-Crouch, Essex, spoke of the work on the recovery of the East Coast oyster fisheries which declined so much in the last half century. As a result of field observations from 1947 onwards, it has been possible to build up a picture of some of the factors affecting the production of oyster larvae and the spatfall.

One important factor Mr. Waugh mentioned as governing the growth and survival of oyster larvae is the abundance of microflagellates, small forms of animal life in the water. Peak liberations of larvae and their very rapid growth have coincided with peak numbers of flagellates. When the larvae were most abundant in 1951, there were few flagellates and there was no spatfall.

Successful experiments have been carried out to increase the flagellate population by adding phosphate, and in the future it is intended to encourage the greatest concentrations of flagellates where the water contains the largest number of oyster larvae. In this way, the scientists hope to secure a better settlement of young oysters, even when temperature and other conditions are unfavorable.

Underwater Photography

A symposium on sea-bottom studies was held, and Dr. H. G. Vevers of the Marine Biological Laboratory, Plymouth, England, explained the advantages of submarine photography for counting fish and shellfish populations in prescribed areas. Calculating by grab was said to be unsuitable for estimating the numbers of the larger occupants of the sea-bed.

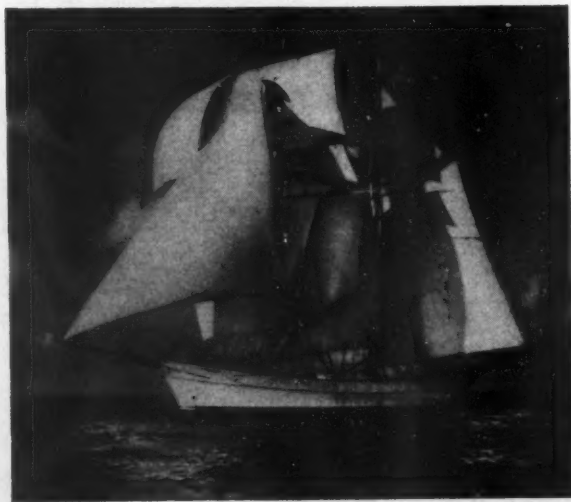
Dr. Vevers described the methods adopted at Plymouth to take a series of photos of the sea-floor automatically while the ship used is allowed to drift with the apparatus hanging over freely by a steel warp. When the apparatus is lowered and its foot touches the sea-floor, an electric circuit is completed and a picture is taken. Each exposure is registered in a control box on the ship, and the apparatus is then hauled up a few feet to prevent its becoming fouled on the bottom.

This apparatus takes 45 exposures at each lowering, and a record of the time and position at the start and finish of each film and of the time interval between exposures enables the operators to plot accurately the position of each photograph.

On the Channel trawling grounds south of Plymouth the automatic photography method has been used beyond the normal range of divers, 35-40 fathoms, with interesting results regarding the distribution of animals like crabs, starfishes, mollusks and a few fish.

The taking of underwater film with the aid of Navy frogmen formed the lecture subject of W. D. Chesterton of the Royal Naval Scientific Service, who took the first British films with submersible cine cameras three years ago. He showed monochrome and color films taken since

(Continued on page 40)



The famous brigantine "Yankee", which has made several around-the-world cruises, sailing from Gloucester, Mass. under command of Capt. Irving Johnson. Surrrette marine batteries provide power for lights, deep-freeze refrigeration, radio, and Diesel starting.

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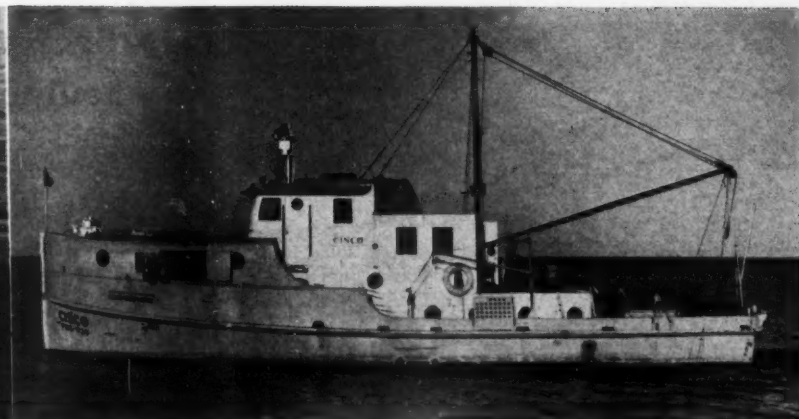
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Fish & Wildlife Service biologists Dan Garn (left) and Stan Smith prepare to lower Nansen bottle from 62' laboratory ship "Cisco", shown at right, to obtain water samples. The "Cisco" is powered by a 170 hp. Murphy Diesel.

"Cisco" Studies Fish of Lake Superior

Investigation Aimed at Increasing Commercial Catch

WITH the help of the 62' laboratory vessel *Cisco*, U. S. Fish and Wildlife Service scientists have taken a careful look into some of Lake Superior's secrets this season. The *Cisco* was used for two-week cruises in an effort to learn more about the commercial fishes in the world's largest lake, and particularly what the sea lampreys are doing.

The vessel and its crew of biologists have made lake trout studies, with emphasis on the period from hatching to maturity. But the biologists also have compiled data on other species of fish. Information even is collected on suckers, since that variety eventually may become commercially important, and because its presence has an effect on other species.

The *Cisco*'s fifth two-week cruise after being brought to Marquette, Mich. last Spring, took the two-deck boat to western Lake Superior. The route of the *Cisco* was through Portage Lake to Washington Harbor and other points on Isle Royale; to Grand Marais and Two Harbors, Minn.; thence to Cornucopia and Bayfield, Wis. and the Apostle Islands before returning to Marquette by rounding the Keweenaw Peninsula.

The *Cisco* was launched at Sturgeon Bay, Wis. in 1951. Her power plant is a 170 hp. Murphy Diesel, and the vessel is equipped with practically all of the latest marine navigation and communication devices—radar, ship-to-shore radiotelephone, Fathometer, gyrocompass, radio direction finder and an intercommunication system. A Fairbanks-Morse 3 kw. Diesel generating set was installed for use on a stand-by basis. The vessel's speed is 10½ statute miles per hour.

With a beam measuring 17'5", the *Cisco* has sleeping accommodations for nine persons. The ship's permanent crew is composed of the skipper, Capt. Cliff Tetzloff; the engineer, Cliff LaLonde; the deckhand-fisherman, Jack Blanchard; the cook, Howard Schrandt; and two or more fisheries biologists.

In the *Cisco*'s enclosed bow is a completely-equipped marine laboratory. The bow section of the vessel is constructed in a manner typical of a Great Lakes gill net tug. An automatic gill net lifter is part of her equipment.

Considerable of the data gathered by the *Cisco*'s crew is taken by a process

called "establishing stations," a station being a point in the lake where the vessel operates while the crew makes various scientific observations.

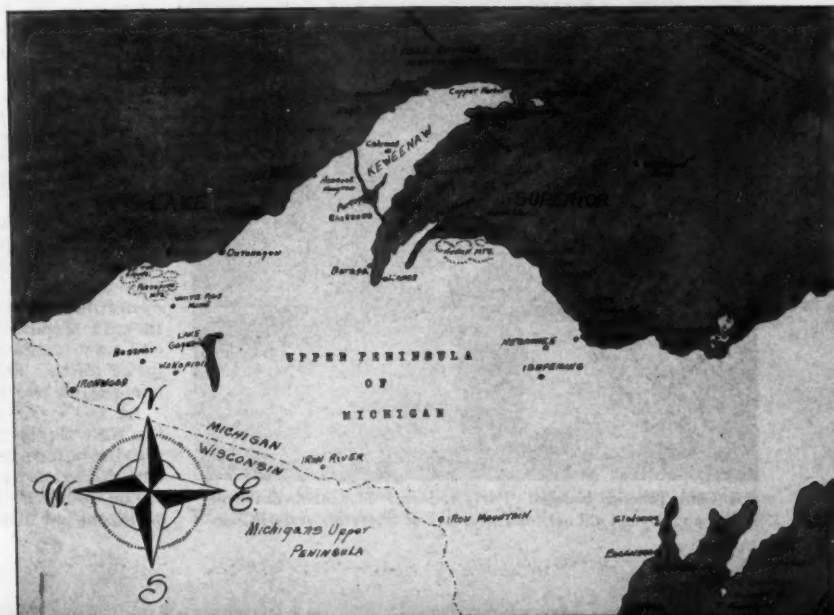
En route to and from stations, bathythermograph casts are made, usually at five-mile intervals. These casts reveal the temperature gradient from the surface to the bottom, recording varying degrees by means of a stylus. A specially-designed instrument, which operates on a water pressure principle, is used for the casts.

When the *Cisco* arrives at a station, that area is traversed to ascertain the suitability of the bottom for netting operations. A Peterson (or orange peel) dredge is lowered to establish the type of bottom and to collect bottom organisms at the outset and conclusion of the station. A Fathometer record also is made to determine bottom conditions.

If the bottom is suitable, netting gets under way. The net normally is dragged for 10 minutes before being hauled aboard. Fish thus taken are sorted and preserved for future study.

Water samples are obtained with a Nansen bottle. The samples later are analyzed in the boat's laboratory to as-

Map showing part of the Lake Superior area studied by the laboratory ship "Cisco".





Automatic gill net lifter on starboard side of "Cisco's" bow.

(Continued from previous page)

certain the amount of oxygen dissolved in the water. Other chemical characteristics of the water are studied at the Fish & Wildlife Service's laboratory in Ann Arbor, Mich.

At each station a 10-minute plankton tow usually is made with a Clarke and Bumpus plankton sampler. The sampler or net gathers fish larvae and eggs along with marine organisms.

Experimental gill nets with varying mesh sizes are set to obtain samples of fish populations in the station area. The nets are lifted the following day.

When all the data from these operations have been compiled and analyzed—possibly several weeks after the station was established—the fisheries biologists have a pretty good idea of conditions existing at that particular point in the lake. Their information discloses what sort of fish inhabit that area, what they feed on, what type of water they live in and what sort of bottom conditions exist. The entire process is aimed at improving commercial fishing in Lake Superior.



Dan Garn, fisheries biologist (left), and Jack Blanchard, deckhand-fisherman, play out gill net from afterdeck of laboratory vessel "Cisco".

New Bedford Fishing Vessels Join Southern Shrimp Fleet

Nine vessels of the New Bedford fleet have left the port to engage in shrimping operations in Southern waters, and 10 others are due to leave. However, according to word from Southern officials, the shrimp industry is not for ocean-fishing vessels such as those of the New Bedford fleet, and different gear will be needed. Shrimp are not as plentiful as in previous years, they warned, and they advised the move will not be a paying proposition for New Englanders.

Vessels already in the South are the *Southern Cross*, *Camden*, *Lainee K.*, *Wanderer*, *Barracuda*, *Arnold*, *Hope*, *Elva L. Beal* and the *S. M. Murtosa*. It is reported that the *Maria Julia*, *Sea Hawk*, *Gannet*, *Charles E. Beckman*, *Minnie V.*, *Barbara*, *Ivanhoe*, *Viking*, *Jeannie Ann* and *David B.* plan to leave.

Mullins Freezer Sold

George Lewis of Portland, Me. purchased the Mullins Freezer when the Fairhaven plant and 13 additional parcels of property were sold at auction November 17. Mr. Lewis is the owner of the Riverside Freezer in New Bedford.

Executives of the Fairhaven Freezer, who leased the Mullins plant last August from the RFC on a month-to-month basis, indicated it will be kept open for the fishing industry until the new management takes over.

Crew Rescued As "Francis J. Manta" Sinks

Eight fishermen were rescued from the dragger *Francis J. Manta* when it sank November 19, 40 miles northeast of Nantucket Lightship. The survivors were taken into Provincetown by the Coast Guard cutter *Sorrel*. Crew members of the *Manta* said their boat suddenly became filled with water, and there was no opportunity to investigate at the time.

Agree with Ruling on Breaking Watches

It was tentatively agreed at a recent meeting of the Atlantic Fishermen's Union and representatives of the Seafood Producers Assoc., that captains will be deprived of command for two trips if their crews are found breaking watches aboard scallopers. Both sides are in accord with an arbitrator's ruling that the owner, captain and crew are equally to blame for breaking watches.

Three Boats Repowered

Two Wolverine engine installations are being made at Hathaway Machinery Co., Fairhaven, aboard the scallopers *Jerry* and *Jimmy* and *Cap'n Bill*. The *Jerry* and *Jimmy* will have a 250 hp. at 1200 rpm., six-cylinder, 7 x 8 1/4" Wolverine engine. The boat is owned by Morris Phillips and Morris Rosenberg, and her new engine is equipped with Snow-Nabstedt 3:1 reduction gear, Westinghouse Tridyne controls, Winslow lube oil filters and Marine Products pump.

The *Cap'n Bill* hails from Provincetown, and is owned by Joe Macara of the Lands End Marine Supply. The scalloper will have a 250 hp. at 1400 rpm., 6-cylinder, 6 1/2 x 6 1/4" turbocharged Wolverine-Waukesha Diesel.

The engine is equipped with Snow-Nabstedt 3:1 reduction gear, Twin Disc forward take-off, Westinghouse Tridyne pilothouse controls, Ingersoll-Rand air starting motor and Marine Products pump.

A new Hathaway winch has been installed on the dragger *Yankee*. The scalloper *Malene* and *Marie* is having her engine overhauled at Hathaway's.

At D. N. Kelley & Son, Fairhaven, four members of the New Bedford fleet have been hauled for painting and repairs before leaving for the South. They are the *Barbara*, *Charles E. Beckman*, *Minnie V.* and *Ivanhoe*.

The *Mary J. Landry* recently had a General Motors 6-110 engine installed at Kelley's.

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Maine Lobstermen Are Hard Hit by Storms

Southern Maine lobstermen were hard hit last month when the storm of November 7 ripped through the area with winds up to 60 miles an hour. An official of the Maine Dept. of Sea & Shore Fisheries estimated damage and loss to fishing gear would run into thousands of dollars.

Dwight W. Underwood, warden supervisor of District 1, said lobster buoys and traps and other fishing gear were scattered all along the Maine Coast. He stated that some of the fishing gear would be recovered, but that the average loss to fishermen would amount to about 25 per cent.

On November 25, another storm did considerable damage. In Portland Harbor, the 90-ft. dragger *Araho* broke its moorings, hitting a smaller dragger and a 30-ft. gas boat and breaking them loose. It then struck and severely damaged a 32-ft. lobster boat, finally smashing into the stern of the gill netter *St. Joseph*, leaving it leaking badly.

In the Spruce Head area a 26 ft. lobster boat belonging to Chester Colby broke free of its mooring and smashed itself to bits on granite and ledges. Only parts of the engine were salvaged. Mr. Colby had just had the craft refastened and a new engine installed.

Sardine Pack Is Light

According to Richard E. Reed, executive secretary of the Maine Sardine Industry, the sardine pack for the season which legally closed on December 1 probably will not exceed 1,850,000 cases, which is a sharp drop from the more than 3,000,000 case pack in 1952. Many plants were still on an operating status the latter part of November, but the fish were extremely scarce and very little production was expected for the remainder of the season.

Despite the short 1953 pack, Maine sardine retail sales nationally from April through September increased by about 33 1/3 per cent over the same period last year. Meanwhile, comparative statistics for imported sardines showed only a 5 per cent increase.

Reed attributed much of the increase to a growing awareness by the consuming public of the high food values and comparatively low cost of the sardine industry's product. He said that the packers had spent more than a million dollars in newspaper, magazine, radio and trade paper advertising to tell the Maine sardine story during the past two years, and that apparently the effort was paying off. The activity is financed by a 25¢ a case State tax imposed by the 1951 Legislature.

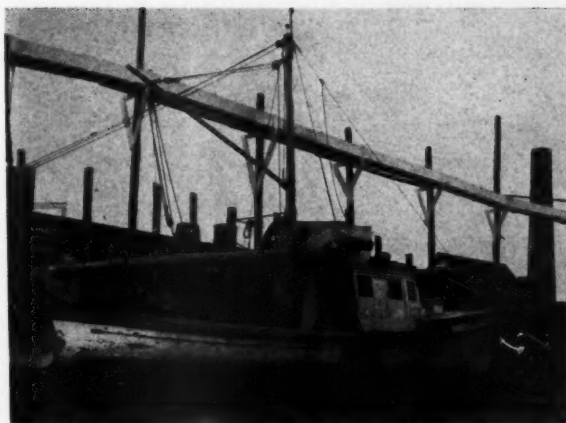
Using New Sardine Processing Method

Samuel Zwecker of Port Clyde Packing Co., Port Clyde, has been processing sardines by a new method the past season, and claims a better product for the change. He has eliminated the cumbersome flakes and other processes through which fish have gone before in his plant, thus cutting down on help problems and speeding up the packing operation. Mr. Zwecker has packed some 80,000 cases by the new method this year, some of which already are moving to market.

Under the new process, herring go from the brine tanks in the plant, direct to the women who pack. The pack is raw fish which have been processed in no way, other than the stop in the brine tanks.

Once packed, the cans go onto trays much the same as usual, but here the similarity to the previous system ceases. The trays of raw fish, packed in their cans, are tied up on a wheeled cart which holds 50. Once loaded, the trays are locked tightly in place and wheeled into a steam chamber.

The fish remain in the steam room for a period of 15 minutes, and then come out thoroughly cooked. Zwecker relates that the cans are full of boiling water and juices from the fish when they come out of the steam chamber. The wheeled cart is so constructed that its load can be



Victor Stanwood of Wyman, Me., getting ready to give the 42' "Mockingbird" a paint and overhaul job before he starts his Winter scallop dragging operations. The boat is used as a herring scale pumper during the sardine season.

tipped upside down, permitting all liquids to drain off and leave the fish dry. A half hour in a drying cabinet and the fish move along to the oiling and sealing machines.

Builds Giant Dory at Friendship

William Pottle of Friendship has built what is probably the grandpappy of all dories. The craft, constructed on special order for Genawese Fisheries of Manchester, Mass., measures 30' 4" in length at the rail and has a length on the bottom of 25'. The beam of the dory is 9' 1", with a bottom width of 65". Height at the stern is 4' 1 1/2".

Mr. Pottle, who has built more than 600 dories in 15 years, put over 900 board feet of lumber into the big dory and over 25 lbs. of nails. The boat will be used for trap fishing out of Gloucester, and will be powered with a Jeep engine. It has an estimated load limit of 10 tons of gear and fish.

Isles of Shoals Herring Run Starts off Well

Armistice Day was no holiday for Portland sardine packers, who worked at top pace to can herring being brought in from the Isles of Shoals off New Hampshire. The usual Fall herring run at the Isles started out far better than in previous years, and was expected to help in building up this year's sardine pack.

Four Clamming Areas Reopened

Four Maine clam flat areas, closed since November, 1947, were opened to digging last month. They are sections on Nonesuch River at Scarborough, Webhannet River at Wells, St. George River at South Thomaston, and Cushing and a section at Cape Porpoise.

The areas were reopened to the digging of clams, quahaugs and mussels. The St. George River section will be closed again next March 31, but the other three areas will remain open until April 15.

May Heads Fishermen's Co-op

David May is the new manager of the Boothbay Region Fishermen's Co-op, succeeding Roland Gray. Gray had worked at the Co-op since June 1, 1952, and his father, Kenneth, preceded him there.

Rockland Groundfish Catch Shows Drop

Groundfish landings at the port of Rockland during November amounted to 1,737,700 lbs., 97% of which consisted of ocean perch. Small amounts of haddock, cod, pollock, and various other species were brought in.

Production was heaviest on the 13th of the month, when the fishing fleet landed 428,800 lbs. of ocean perch. As compared to the previous month, November landings of all species were down 1,374,000 lbs.

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CEMBER, 1953



Oscar Fick's 42' shrimp "V.R." which has been based at Key West, Fla. for operations in the Dry Tortugas area. The craft is finished with International paint, and her power plant is an 82 hp. General Motors Diesel turning a 28 x 16 Columbian propeller through Goodrich Cutless bearing. Esso lubricating oil is used, and the craft has Jabsco bilge pump, Universal auxiliary generator, Stroudsburg hoist, Roebeling towing cable, Linen Thread Co. Gold Medal nets, Columbian rope, Danforth anchor, and RCA radiotelephone.

Florida Laboratory Testing New Oyster Drill Trap

A new drill trap which attracts snails, retains them, and prevents them from eating the bait, is being tested by Dr. Philip Butler, director of the U. S. Fish and Wildlife Service Laboratory at Pensacola. According to Dr. Butler, the trap is tedious to construct, but has some advantages over conventional traps used thus far.

Additional studies are being made on the feeding habits of the conch or drill in order to find the most attractive bait. Jingles and quarter deckers appear to be preferred to oysters, Dr. Butler reveals, presumably because they are easier to attack.

Crab Packers Meet in Jacksonville

Under sponsorship of the National Fisheries Institute, the leading crab meat packers of South Carolina, Georgia and Florida met at Jacksonville November 23 to discuss more stringent inspection and controls on their industry. The Southeastern Fisheries Association participated, and will follow through in a request for such action on the part of State authorities.

Charles Jackson of the National Fisheries Institute presided at the Jacksonville meeting, and was assisted by George Steele, executive secretary of the Southeastern Association.

Mullet Inventory Report Required

Florida's mullet fishermen will have to certify to the State Conservation Director all mullet and mullet roe they have in their possession and hope to store during the closed season from December 10 to January 20.

Under a new law, the Conservation Director may issue permits for the storing and transportation of cured or frozen mullet during the closed season. If investigation shows the fishermen's reports are correct, the Director will issue the permits.

Fish Catch for Year Shows Increase

Florida commercial fishermen brought in a catch of 212,543,600 lbs. valued at \$26,026,405 last year, the Florida State Chamber of Commerce reported recently. This was more than 1951's haul by 5 per cent in volume, and it sold for 19 per cent more.

Make Good Shrimp Hauls in Tortugas Area

Shrimp fishermen operating in the Tortugas area have made good catches this Fall. Production was extremely high in October, according to the Fish & Wildlife Service's fishery marketing specialist in Florida. During the middle of the month it was reported that average catches were from 8 to 10 boxes per night. Shrimp of 31-35 count (heads off) brought 50¢ a pound ex-vessel, while 36-40 count (heads off) brought 45¢ a pound ex-vessel.

The Cape Canaveral shrimp production increased sharply during the last half of October. Boats were averaging about 10 boxes per day each with an occasional catch of 20 to 25 boxes per boat for a day's effort. The shrimp ran 21-25 count (heads off) and brought 58¢ to 60¢ ex-vessel. Some 26-30 count (heads off) brought 53¢ to 55¢ per pound ex-vessel.

Trash Species Being Seined from Lake Newnan

Trash fish such as the gizzard shad are being removed from Lake Newnan, near Gainesville, while bass and other edible sports fish are tallied, weighed and returned to the water to propagate larger families. The worthless fish are left to die in flat bottom skiffs and then carried away for use as fertilizer.

The Fresh Water Fish Commission crew, under the supervision of biologist Wayne Hook, has made more than 20 hauls with its 1,000-yard, three-inch mesh net. So far, 91 per cent of the fish extracted from the lake have been gizzard shad, a destructive species whose main purpose, so far as anybody knows, is to multiply and interfere with the development of more valuable fish.

Other fish which were taken, and their percentages were as follows: bass, 1.5; speckled perch, 3.5; bream, 2; gar, 3.8; mudfish, .5.

Biologist Hook compares Newnan's with Reedy Lake in Polk County, a 2,800-acre expanse which has been seined regularly now for 18 months. In the beginning, the percentages of different types compared with those now being taken from Newnan's Lake. But at the end of 18 months, the percentage of bass seined out had risen to 49, bream had gone up to 35, speckled perch to 6½, and the shad had decreased to 7 per cent.

New Party Boat Put into Service

The Capt. Bae Strickland, a 65-ft. party fishing boat, recently has been put into service at Johns Pass. The new boat is skippered by Capt. Strickland, and is powered by three 225 hp. General Motors Diesels which give her a speed of 22 knots. Capt. Strickland is the former skipper of the *Queen Mary* and the *Gulf Breeze*, well known around the Pass.

Cortez Is a Productive Fishing Center

Cortez, called the largest fishing community on Florida's West Coast, has been in business for about 70 years. Along the waterfront are five large warehouses—Fulford's Fish Co., Bay Shore Fish Co., A. P. Bell Fish Co., Star Fish Co., and Cortez Fisheries.

Cortez produces about 2½ million lbs. of fish annually. Seventy-five per cent of them are mullet, then trout, mackerel, redfish, pompano, flounder and other species. According to Ralph Fulford, a single haul will run as large as 100,000 lbs. of fish.

All the production is shipped by truck, mostly to Georgia, but some goes as far north as New York. The trucks come to the docks several days each week. The fish are packed at the warehouses, 100 lbs. to a box, and kept in insulated walk-in coolers until shipped.

About 25 fishing crews, composed of one to five men, operate out of Cortez. Most commercial netters make daily trips, but some stay at the fishing grounds for several days, sending hauls daily to port by returning fishermen.

The peak of the commercial season is from October 1 to December 15, when mullet gather in huge schools.

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Addition of New Midship Section Doubles Capacity Of the "Joseph S. Mattos"

WITH capacity nearly doubled as a result of her being lengthened 17 feet, and a newly installed power plant, the eight-year-old Gloucester, Mass. redfish dragger *Joseph S. Mattos* took a new lease on life when she sailed for the Grand Banks early this month. Now 100'8" long, the vessel is owned by her skipper, Capt. Albino Pereira, who had her built in 1945 at Robinson Shipyard in Ipswich, Mass. Her recently completed lengthening operation was performed by Southwest Boat Corp. of Southwest Harbor, Maine.

This is not Capt. Pereira's first experience in remodeling vessels, since one of his previous draggers, the *Portugal*, also was lengthened out. Pereira has been fishing out of Gloucester for 25 years, and his first command was the *Amelia Pereira*, whose career ended in sinking some years ago. Later he had the *Rio Douro* built at Thomaston, Maine.

The plans for the enlarged *Joseph S. Mattos* were drawn by naval architect Dwight G. Simpson of Newton, Mass., who supervised the construction work. During the process of lengthening, the boat was thoroughly examined and reconditioned throughout, so that she now should last as long as a new vessel.

All of the additional length was put into the fish hold area, which originally was 19' long. The vessel was cut in half at the amidships point, just forward of the last pen in the fish hold. In lengthening the boat, care was taken to run all longitudinal members a good many feet either side of the cut, and as a result the vessel was very much strengthened over normal construction. The new construction is somewhat heavier than that used in the original boat, with the material equivalent to what would be required in a 100-footer. Sister keelsons were put in, running as far fore and aft as possible, the garboards were drifted into the keel, and a thicker sheer strake was put on.

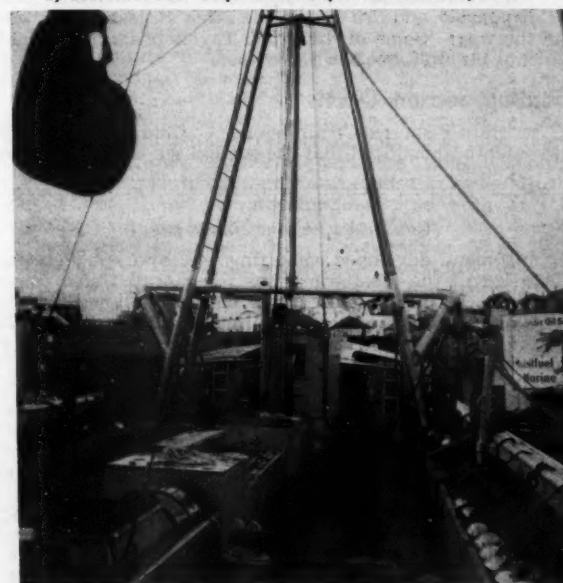
The fish hold capacity has been increased by approximately 2,000 cubic feet, so that the vessel now can carry 220,000 lbs. of redfish. The 20'6" beam and 10' draft remain the same as before. The former single steel hatch was replaced by two new wooden hatches, and the Model 639 Hathaway winch was moved ahead.

The vessel has a new, plywood-sheathed pilothouse, placed at a higher elevation to provide better vision fore and aft. It has an overhang of 6 feet, which furnishes sheltered space for the winch operator.

A special feature of the dragger is her A-frame mast (Continued on next page)



Gloucester dragger "Joseph S. Mattos" which was lengthened 17 feet by Southwest Boat Corp. Inset: Capt. Albino Pereira, owner.



Forward deck of the "Joseph S. Mattos" showing her A-frame mast which supports the gallows frames.



Left, erecting frames in new midship section that was added to "Joseph S. Mattos" at Southwest Boat Corp.; center: vessel's RCA radar and Fisher telephone in her electronics room; right: dragger's new D397, 400 hp. Caterpillar Diesel, sold by Perkins-Milton Co., Inc.

North Carolina Expects Good Menhaden Season

Menhaden boats from Virginia and Florida made port along the Carteret coast early last month, and others were due to arrive later in the month. Menhaden factory owners have an optimistic view of the coming season, if the weather is favorable.

Harvey Smith of the J. Howard Smith plant, West Beaufort, reports that the menhaden are there if the boats can get out to them. Mr. Smith said his 12 boats were ready to start operations as soon as they arrived from Reedville, Va.

Five boats from Fernandina, Fla. are fishing for Queen Fisheries, Beaufort. They are the *Benson Riffin*, *Osborne Holland*, *John W. Quinn*, *J. Earl Morris* and the *J. D. Harrington*.

Nine boats are scheduled to fish for Wallace Fisheries, Morehead City. All were in the area last month.

R. W. Taylor Co., Morehead City, will fish some of their own boats and other boats will work on a percentage basis. Coming from Reedville, Va. are the *W. W. Colonna*, *Charles J. Colonna* and the *Tenderheart*.

Also fishing for R. W. Taylor Co. will be the *Charlotte II*, *Kingfisher* and *Sea King*. The *Ellen M.* last month was on the ways. Some of the R. W. Taylor boats made light catches the first week in November.

Scallop Season Opens

Assistant Fisheries Commissioner C. Gehrman Holland last month announced that the scallop season would open

(Continued from previous page)

arrangement, developed some time ago by Capt. Pereira. Each leg of the mast comprises two parallel steel pipe members, 5" in diameter at the base with tapering sections above. Ratline-type cross members are welded between the two pipes, serving as stiffeners and forming a convenient ladder.

Half-section gallow frames are welded to the mast, and a 5" pipe spreader running between the legs of the mast provides added rigidity. The spreader of the after A-frame furnishes support for the overhanging section of the pilothouse from which two steel girders are hung on the spreader.

In connection with her hull alterations, the *Joseph S. Mattos* was repowered with a new D397, 400 hp. Caterpillar Diesel, sold by Perkins-Milton Co., Inc., of South Boston. It is a 12 cylinder, V-type, air starting engine with Falk 3.5:1 reduction and reverse gear, Twin Disc 3:1 power take-off, oil and water safety alarm switches, and single lever pilothouse controls. Swinging a 66 x 46 Columbian propeller, the engine gives the boat a speed of better than 10 knots.

By extending the two original fuel tanks with wings adjacent to the fish hold bulkhead and adding a third tank between them, an additional 2100 gallons were added to the vessel's fuel capacity. Socony fuel and lubricating oils are used aboard the dragger.

Auxiliary power is supplied by a "Deseco" Lister Diesel unit, and batteries are 110-volt Surrette marine type. T. Cooney & Sons, Inc. of Gloucester furnished a 5 kw. Star generator which is belt-driven from the main engine, and a blower for ventilating the engine room.

The vessel has a full complement of electronic equipment, housed in a separate electronics room between the pilothouse and stateroom. Included are new Model CR-103 RCA radar, just installed by Louis Posner Marine Radio Equipment, Inc., Raytheon Fathometer depth sounder, RCA Loran, Bludworth direction finder and 100-watt Fisher radiotelephone. The fishing gear, furnished by Westerbeke Fishing Gear Co., consists of combination cotton and manila trawl nets, 3/4" Wickwire trawling cable, 8" aluminum net floats and Wall manila rope.



Jack G. Mason's 41' "Berry Sue" of Oriental, N. C., which is used for shrimping and fishing. The craft is powered with a General Motors Diesel.

on December 1. Thereafter and until further notice, scallop taking will be permitted each week on Mondays, Tuesdays and Wednesdays only.

The law allows taking scallops on Mondays and Wednesdays, and permits the Commissioner to decide whether scalloping shall be allowed on Tuesdays. Commissioner Holland said that he is allowing the Tuesday scalloping this season because the shellfish are plentiful.

Scallops may be taken with pea diggers and rakes having no more than six prongs or teeth, or by a round hand shovel no bigger in diameter than 10 inches.

New Regulation to Help Enforce Shellfish Tax

Among commercial fisheries regulations published as legal notices in North Carolina recently was the following: "It shall be unlawful for any person or persons, firm or corporation to ship or offer to ship oysters, clams, shrimp, scallops or crabs without a bill of consignment and tax receipts from the shipper written or stamped in ink or indelible pencil, showing the date of shipment, quantity of each product shipped, and to whom consigned. It shall be unlawful for any express company, railroad company, or any other common carrier to accept for shipment, or to transport on the public highways any shrimp, scallops, clams, oysters or crabs without the bill of consignment and tax receipts from the shipper showing the tax has been paid."

This regulation appears to be an aid in the enforcement of a tax on the items above scheduled to go into effect on January 1. Currently, the only seafood item taxed by the State is oysters taken from public grounds. The new tax program includes oysters harvested from private beds.

Rhode Island Groups Seek Reopening Of Watch Hill Coast Guard Station

With two recent mishaps to boats to give weight to their plea, a group of Westerly organizations is seeking official endorsement of their suggestion to reopen the Watch Hill Coast Guard station. The Westerly Town Council has been asked to lend its official strength to the suggestion.

What the Council is asked to endorse is a letter by Roger W. Wheeler, Rhode Island State recreational safety inspector, to the commandant of the First Coast Guard District in Boston. The letter asks the reopening of the Watch Hill station and also the stationing of speedier rescue craft along the entire southern Rhode Island border from Newport to Watch Hill.

The move to put the Watch Hill station back in operation has been under way for years. With the grounding of the pleasure yacht *Carmac* and the burning of a fishing vessel in the area that should be covered by the neighboring station, the move has picked up speed and direction.

Great Lakes Lampreys Invade Green Bay in Large Numbers

Sea lampreys in such vast numbers that the water literally teemed with them invaded Green Bay in Lake Michigan early this Fall. All important commercial species of fish were attacked by the predators, and both trap netters and gill netters suffered. Trap-net fishermen reported as high as 60 to 70 per cent of their catch scarred and many fish dead when the nets were lifted.

Fishermen captured large numbers of sea lampreys in addition to those taken in their nets. Some removed daily as many as 20 that had attached themselves to their boats. Others added to their take of the hitch-hiking parasites by towing a white box astern.

The 1953 lamprey invasion was an unexpected one for commercial operators, who had begun to hope that the sea lamprey menace was fading.

Making Good Herring Catches

On Lake Huron's Saginaw Bay, the herring netting season of early Winter has brought sizable catches to Bayport, Mich., and vicinity. On Lake Huron, generally, fishing was heavy, but catches were ranging from poor to good.

Best yields from Lake Huron were in perch and herring, while whitefish takes were fairly good in the Georgian Bay area. Yields of pike, suckers, burbot, pickerel, walleyes, smelt, etc., were generally light.

On Green Bay in Lake Michigan, where the herring spawning run was slightly late this year, herring netters were holding out for a minimum of 4¢ a pound.

Lake Erie Season Drawing to Close

On Lake Erie, reports of commercial fishing during the season now drawing to a close, indicate size of catches this year has ranged from good to very poor. The season officially ends on December 20.

The fishing firms all agree on one factor—that commercial fishing probably will be better in 1954 and better yet in 1955. In the extreme western end of the lake, Michigan commercial fishermen did somewhat better than Ohio netters, while the eastern Lake Erie fishing companies generally agreed that 1953 was much better than 1952.

Fishing Boat "Peter A." Sold

The 55' *Peter A.*, well-known Lake Superior fishing boat owned by Capt. Edward A. Anderson of Marquette, Mich., was sold recently to Farmer A. Masse and Ora J. Endresse of Grand Marais.

Chubs, Herring and Whitefish Show Gains

During the third quarter of 1953, practically no lake trout were taken in Wisconsin waters of Lake Michigan and Green Bay. However, chubs increased from 1,660,000 lbs. to 1,740,000 lbs., while herring went from 250,000 lbs. to 387,000 lbs.

The lake trout yields in Wisconsin's Lake Superior waters during the third quarter amounted to 125,000 lbs., compared with the 126,000 lbs. taken in the same quarter of 1952. The whitefish catch went up from 68,000 to 89,000 lbs.

Herring Major Species in 1952 Wisconsin Take

The total catch of Wisconsin's Great Lakes commercial fishermen during 1952 amounted to 21,613,700 lbs., an increase of 9.5% over 1951. Lake herring (46%) and chubs (31%) comprised the bulk of the production in 1952, and represented about the same percentage as in the previous year. Landings of lake trout increased slightly in 1952, but accounted for only about 2% of the total; white-



Hubert (left) and Niles Taddy cleaning chubs aboard their fish tug "Buddy O.", which operates out of Two Rivers, Wis. To keep their hands warm, they plunge them in hot water in a can from time to time. ("Milwaukee Journal" Photo)

fish also comprised only about 2% of the landings in 1952, a very slight increase over 1951.

In both 1951 and 1952 Lake Michigan yielded 69% of the total catch, and Lake Superior the remaining 31 per cent. In Lake Michigan the leading species in both years was chubs, followed by herring and carp; there was only a very small quantity of lake trout landed in Lake Michigan waters. Lake herring comprised the bulk of the catch in Lake Superior in both years (about 90%).

Chubs were again the biggest money maker. The 6,772,900-lb. haul of this variety was valued at \$1,015,933, compared with the 1951 harvest of 6,584,500 lbs., worth \$987,677.

In production, herring took first place, with 9,848,700 lbs. valued at \$404,091. The herring catch in the year before amounted to 8,739,600 lbs., worth \$390,706.

Marked Lake Trout to Be Planted

From the Charlevoix hatchery in Michigan, a total of 150,000 marked lake trout from 3 to 3½ inches in length will be planted in Lake Superior. The fish will be released by the Marquette, Mich. U. S. Fish & Wildlife Service station late this Fall.

Ohio's 1952 Lake Erie Fish Catch Shows Gain

The total catch of fresh-water fish by Ohio's commercial fishermen on Lake Erie amounted to 21,246,600 lbs. in 1952, a 14 per cent increase over the 18,700,100 lbs. landed in 1951. This gain was due mainly to the large rise in blue pike landings and lesser increases in production of carp and catfish.

In 1952 blue pike was the leading species landed by Ohio's Lake Erie commercial fishermen, comprising 26 per cent of the total. This was followed by yellow pickerel, with 22 per cent; sheepshead, 17 per cent; carp, 10 per cent; yellow perch, 7 per cent; and catfish, 7 per cent.

Smith's Fish Restaurant Burns

Smith Brothers Fish Shanty at Port Washington, Wis., one of the midwest's best known restaurants, was destroyed by fire last month. The Smith firm's fish market also burned, as did the caviar cannery.

The Smith firm's commercial fishing buildings are across the harbor from their restaurant. In addition to the market at Port Washington, the firm also operates a market in Milwaukee, and does commercial fishing out of Port Washington, Sheboygan, Grand Marais, Mich., and the Keweenaw Peninsula. The Smiths are one of the largest commercial fishing operators on the Great Lakes.



The 40' "Wilsie", owned by Orville H. Parks of Cambridge, Md. Her equipment includes 16 x 19 Columbian propeller, Plymouth cordage and RCA radiotelephone. Gulf lubricating oil is used.

Virginia Laboratory Getting Data on Croaker Migrations

Scientists of the Virginia Fisheries Laboratory, Gloucester Point, in cooperation with those of the Chesapeake Biological Laboratory in Maryland, have begun to learn something of the seasonal movements of croakers, the suitability of Virginia rivers as nursery grounds for the fish and the effects of predators on the croaker population.

That the depletion of the croaker is a vital economic problem is evidenced by the fact that in 1945 the croaker catch totaled 55,000,000 lbs., worth \$6,000,000 to Virginia fishermen. In 1952, the annual harvest had dwindled to less than a tenth of that figure.

The Virginia Fisheries Laboratory, which began its studies in 1949, set out first to learn something of the movements of the fish. Dexter Haven, conducting investigations for the Laboratory, tagged almost 1,500 croakers and released them in the bay and in ocean waters.

From the tagged fish returned, the Laboratory established that there is a seasonal migration of fish up the bay and up-river during the Spring; there is no definite movement of fish within the bay during the Summer; croakers migrate from the rivers and the bay into the ocean in the Fall.

In an effort to determine how many croakers live through their first Summer, Haven has been measuring from 500 to 1,000 fish per month which were caught in pound nets and haul seines. This gives him information about the composition of the catch itself.

By determining the ages of large numbers of fish, it is also possible to tell the years in which the croakers' spawn was most successful. From this data, scientists can determine whether there are marked fluctuations in the number of young fish entering the fishery each year.

Protest Anchoring Tankers in River

The application of George T. McClellan of Arlington for permission to anchor tankers on the north side of the Rappahannock River between Cherry Point and Mosquito Point near Taft is being opposed by the citizens of that area.

They believe that the proposed anchorage will materially impede navigation in the region, and that it will be detrimental to the oyster industry of the section because it will affect the use of some of the most valuable oyster rocks in the lower Rappahannock River. The proposed anchorage is located in an area that is designated for pound net fishing, and will eliminate several valuable pound net stands.

The application states that the area would be used for an indefinite period for the storage of tankers, approximately 600 ft. in length, which have been taken out of service. An initial mooring of approximately 20 vessels is proposed, with others expected to be moored in the area in the future.

Tonging Good in Pocomoke Sound

Tonging in Pocomoke Sound was very good last month. Five Tangier tongers have been working on the oyster beds and have made from \$150 to \$250 a week to the boat.

Pocomoke oysters are very fat this season. They will shuck, the oyster packers say, about a gallon to the bushel.

Tangier fishermen working on oyster dredge boats in Maryland waters were doing very well late last month, making from \$70 to \$100 a week to the man. They expected to do better as the oyster season advanced.

Oyster packers in Virginia and North Carolina report that the demand for oysters has been excellent this Fall, but the supply has been so short that many orders could not be filled.

Hampton Roads Area Landings

An increase of approximately 36,000 lbs. was shown by landings of fish in the Hampton Roads area during November, as compared to the same month in 1952. The catch this November totaled 1,283,100 lbs., which was more than double that of October, 1953.

Whereas about 60% of the October, 1953 production was from pound nets and haul seines, during November only around 2% of the yield came from these types of gear. Scup landings amounted to 917,600 lbs. and accounted for 71% of the entire catch. Ranking second was sea bass, with 129,700 lbs.

Maryland Opens Pembroke Bar to Oyster Dredgers

Pembroke, one of the finest oyster growing bars in Maryland, was opened to public dredging on November 2. Some 14,000 bushels of oysters of excellent quality were harvested by the public dredging fleet during the first week of operations. About 40 sail-powered dredge boats were engaged in the work of removing the oysters from the bed.

The oysters harvested were planted by the Commission in 1951, the seed having been obtained in a large measure from the State's Punch Island seed area. The growth of the oysters was substantial and, it appears, natural mortality was relatively low. Harvesting operations were expected to be stopped on November 13 or earlier if the oyster population was overly-thinned.

Demand for Oysters Good

The demand for oysters has been good since the season's opening, but is expected to be intensified with the arrival of colder weather and the holiday season. Oyster dredging in Somerset and other Maryland waters began on November 1. The tonging season opened on September 1.

Dredging operations are in deep water, with three to five men at work, depending on the size of the vessel. In recent years the number of dredge boats operating out of Crisfield has dwindled. A majority of the oyster packing houses have "run-boats" or "buy-boats", which travel around Chesapeake Bay, making purchases direct from the dredgers.

Oysters Found on Strange Objects

Two oyster oddities were shown in Crisfield recently by local watermen. An 8½-inch oyster growing out of the neck of a wine bottle was taken in the Manokin River by Alonzo Charnick. The neck of the oyster, or hinge, was more than two inches inside the bottle.

J. Lloyd Sterling of the firm of J. Lloyd Sterling & Co. displayed a large number of oysters found growing on a small piece of concrete, which had originally been a part of the bottom of a crab-pot. In this case, it was said that the crab-pot was in a stretch of water where the tide brought a great many spat or young oysters. The spat caught on the concrete bottom of the crab-pot and started growing.

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EMBER, 1953



The Fairbanks-Morse Opposed Piston Diesel Model 38F 5 1/4. 225 to 750 horsepower. Diesel, Dual Fuel and Spark-ignition options. Other O-P engines available in horsepower ratings to 2400.

Some engines are not good enough

Yes, there are some diesels which just do not have what it takes for the job. They cannot satisfy the owner's pride in smooth, trouble-free operation and are lacking in the ability to square a balance sheet of operational costs and profits. For the more difficult jobs, many engines are simply not good enough.

Maybe you should pay more and get more!

If you want more engine-hours with fewer man-hours, *then* you should have the F-M Opposed Piston Diesel which will cost a little more and give you much, *much* more.

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a name worth remembering when you want the best

DIESEL AND DUAL FUEL ENGINES • DIESEL LOCOMOTIVES • RAIL CARS • ELECTRICAL MACHINERY • PUMPS • SCALES • HOME WATER SERVICE EQUIPMENT • FARM MACHINERY • MAGNETOS

Long Island Fishing Industry Sustains Damage in Storm

For the fourth time in 15 years, Long Island has been swept by winds of hurricane force. Around Greenport and vicinity, damage from the early November storm was not as great as that of the 1938 hurricane, but was somewhat larger than in 1944 and 1950 due to the exceedingly high tide. Winds were estimated at over 70 miles an hour.

Greenport suffered most along its waterfront, as docks were battered by the huge seas and boats were dashed up on the beaches. Among the many boats damaged was the 38-ft. fishing craft *Giant*, owned by Capt. Frank Kramoski of Greenport, which broke loose from her moorings at one of the docks of the H. W. Sweet Shipyard and was driven ashore and sunk.

At the Elsworth oyster plant, the lower floor of which was flooded and surrounded by water for hours, electric motors and other equipment were damaged, as was the equipment at the Lester & Toner oyster plant.

At New Suffolk, the Beacon Oyster Company's 45-ft. boat *Klondike* had its hull smashed in against the Goldsmith & Tuthill dock, and sank in about 20 ft. of water with only the deckhouse showing above the surface. Divers have begun salvage operations on the vessel.

Seafood Specialties Featured at Luncheon

Frozen seafood specialties dominated the Eastern Frosted Foods Association luncheon held recently at the Roosevelt Hotel in New York City, with 15 different types being served to the 250 guests who attended. The luncheon was in the form of a smorgasbord. Speakers at the luncheon revealed that there are now 350 packers of frozen specialties, who this year expect to do a business of over 225 million dollars.

William A. Winant

William A. Winant, 93, founder of the New York fish wholesale house of Winant & Co., and known among fish dealers as "the patriarch of the East River fish merchants", died last month at his home.

The son of James Alfred Winant, the New York oysterman who is credited with introducing soft-shell crabs to the East, Mr. Winant continued in the footsteps of his father and established himself as a fish merchant at the Fulton Fish Market in 1880 at the age of 19.

Later, he formed the firm of Lockwood & Winant, commission merchants, managing it until early this year when it was sold. He was elected president of the Fulton Market Fish Mongers Assoc. in 1927, and continued in that post until March, when he became honorary president.



The 52' x 18' fishing boat "Larry G.", owned by George A. Kittles, Valona, Ga. sea foods dealer, and powered with a 165 hp. General Motors Diesel.

Gloucester Loses Four Fishing Vessels During November

November was a month of mishaps in the Gloucester fishing fleet, as four vessels went down in less than two weeks. The first was the 100-ft. *Superior*, Capt. Roy Amoro, which sprang a leak 58 miles east of Cape Cod on November 11 and sank. The crew got off in dories and were picked up by the Boston fisherman *Olympia La Rosa*.

The *Superior*, owned by Louise & Esther, Inc., of which Capt. Frank Favalora is president, was built 21 years ago.

On November 14, the dragger *J. B. Jr.*, Capt. Carl Ciaramitaro, sank about 14 miles south-southeast of Eastern Point, Gloucester. Her crew of four, after rowing two hours, were rescued by the Boston trawler *Carmela Maria*, Capt. Frank Bertolino. The *J. B. Jr.*, built at Thomaston, Maine, in 1917, was believed to have struck a submerged object.

On November 16, six hours after she had caught fire in the engine room, the 17-year-old, 78-ft. mackerel seiner *Jean* and *Patricia* sank some 17 miles south-southeast of Eastern Point. Her owner-skipper, Capt. Frank Foote, and his crew of eight men escaped in their dory and seine boat. Another Gloucester seiner, the *Serafina II*, Capt. Joseph Chianciola, rescued them and brought them to port.

The destruction by fire of the *Mary W.* on November 21 brought the number of Gloucester fishing vessels lost this year to 10. The owner-skipper of the *Mary W.*, Capt. Peter Frontiero and crew of five men, were forced to take to the dory. They were rescued an hour later by the Gloucester dragger *Saint Joseph*.

The *Mary W.* was built by the Navy in 1917 at Camden, N. J. as a submarine chaser.

Bill Provides for 7-Man Fish Pier Commission

A commission of seven would have control of the local State Fish Pier, under provisions of a bill submitted by the Gloucester Seafood Workers Union. According to the terms of the bill, the commission would be comprised of one representative each from the local fish processors, the Atlantic Fishermen's Union, the local vessel owners and the Gloucester Seafood Workers Union, plus the mayor of Gloucester, the city auditor and the city treasurer.

Government to Continue Storm Signals

Local opposition to Federal Government withdrawal from posting storm signals at Ten Pound Island has had results. A Government official recently informed Lawrence J. Hart, manager of the Gloucester Chamber of Commerce, that the Government would continue to post the warning signals.

Indonesians Studying Fisheries

Three Indonesians were in Gloucester last month to tour the local waterfront. They were escorted by Francis Levine, director of education for the State Federation of Labor. Manuel F. Lewis, business agent for the Gloucester Seafood Workers Union, was their local guide.

Alabama Regulation Allows Taking of Smaller Shrimp

Alabama shrimpers benefited by a recent Department of Conservation order lowering the size restrictions on shrimp taken in Alabama waters. The new directive authorizes the catching or having in possession Alabama shrimp of a size 50 to the pound with heads on or 75 to the pound with heads off. The previous size limit was 46 to the pound with heads on.

John C. Rockwell, chief of the Division of Seafood, received the amended regulation from Conservation Director Earl M. McGowin. It went into effect immediately.

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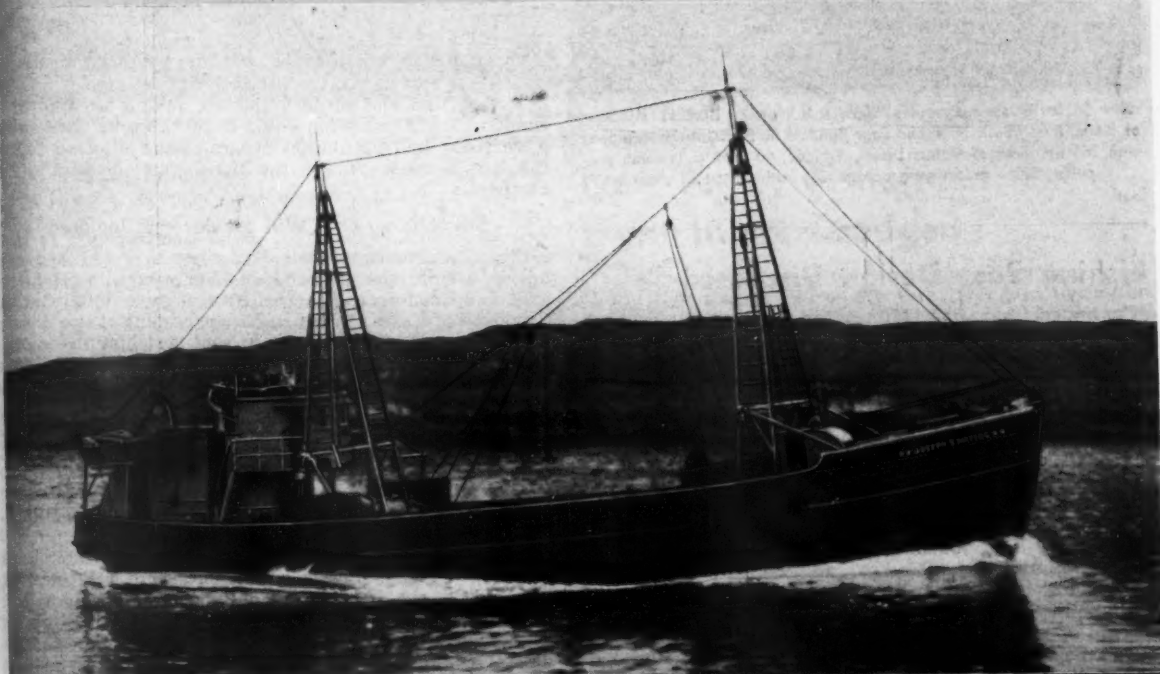
CEMBER, 1953

"JOSEPH S. MATTOS" out of Gloucester

Repowered with Model D397, 400 H. P.

CATERPILLAR DIESEL

REG. U. S. PAT. OFF.

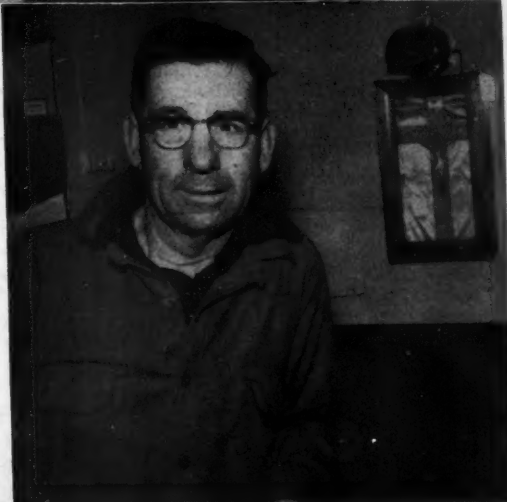


The 100-Foot Gloucester Dragger "Joseph S. Mattos"
and right, her owner, Captain Albino Pereira

New CAT[®] Engine Gives Dragger Power • Economy • Dependability

Rated 400 Horsepower Continuous at 1200 Rpm.
12-Cylinder V-Type with 3.5:1 Reduction Gear
Swings a 66 x 46 Three-Blade Propeller

*Let us show you the Caterpillar Marine Engine
that will fit your need.*

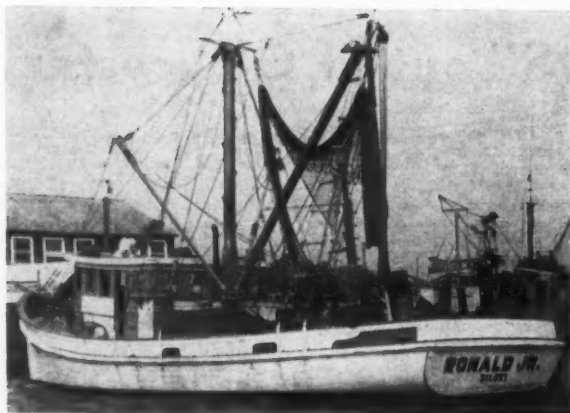


PERKINS-MILTON CO. INC.

376 Dorchester Ave.
BOSTON

4 Water St.
FAIRHAVEN





New 54' x 16' shrimp trawler "Ronald Jr." owned by Peck Williams of Biloxi, Miss. Built by Toche Boat Builders of Biloxi, she is equipped with 165 hp. General Motors Diesel, 4-blade, 40 x 32 Columbian propeller, 3.5:1 reduction gear and 2½" Monel metal shaft.

Fishing Boat Design Discussed

(Continued from page 11)

insurance company." He pointed out that his bank makes loans up to 75 per cent of the appraised value of a boat, either new or used; that repayment terms may cover a period up to three years, that he likes quarterly rather than monthly payments because of the fluctuation of fishing conditions.

"Frankly, we like the fishing business," he stressed. "We are taking all the good loans we can find, and we like to see other banks become interested in financing the owners of fishing boats. We base our loans as much on the man himself as on his boat, and we have found some particularly high caliber men owning fishing boats."

He pointed out the need of long-term financing for the owners of larger fishing vessels and deplored the lack of adequate long-term financing at present. "Commercial banks can't make ten-year loans," he said, "but some financial concern could do it—and make money, while rendering a needed service to the industry."

Others who discussed boat financing were Charles T. Taylor, Federal Reserve Bank of Atlanta; and R. S. Murphy, C. I. T. Corporation, New York.

Freezing at Sea and Quality Control

John A. Dassow, U. S. Fish & Wildlife Service, recommended brine-freezing of shrimp at sea, particularly on small boats, and said that he had found no evidence that brine-freezing, with subsequent thawing and re-freezing, had any noticeable effect on color, flavor or texture.

It was pointed out by Dr. C. P. Idyll and James Thompson, University of Miami Marine Laboratory, that use of refrigerated sea-water curbs development of "black spot" in shrimp and prolongs the length of time which shrimp may be kept aboard without deterioration.

Of interest to everyone was the results of an experiment carried on at the Marine Laboratory, where black light was used to determine the degree of decomposition in shrimp. Charles E. Lane of the Laboratory traced their attempts toward securing positive results in this manner, and revealed that there is a definite connection between the color fluorescence of peeled shrimp as related to quality when viewed under an infra-red light.

A fresh peeled shrimp, when so exposed, appears a deep luminous purple. Shrimp that were allowed to partially decompose reflected a white luminescence, enlarged in direct proportion with the degree of decomposition.

As had been determined in earlier experiments, this method has not worked on shrimp with the shells on. Because the necessary equipment is inexpensive, the test could prove practical for use by both cannery and breaders who work with peeled shrimp.

Pedro Pinson, Mazatlan, Sinaloa, Mexico, president of the Shrimp Association of the Americas, led a discussion regarding quality control of shrimp aboard the fishing boat. Much stress was placed on the importance of handling shrimp quickly after being hauled on deck, so that no more than 30 minutes would elapse before it was headed and iced in the hold.

The Shrimp Association of the Americas, particularly, devoted a great deal of attention to the value of caring for the catch aboard the vessel as the foundation of overall quality control. Following the general meeting, a closed Directors Meeting of the Shrimp Association was held, at which time a fund was set up for immediately activating research of a technical nature concerning the determination and preservation of quality as applied to shrimp. The Association voted to continue its cooperative advertising and promotion program, and allotted \$50,000 for this purpose during the fiscal year beginning December 1.

Says Shrimp Beds Will not Become Depleted

Chances of shrimp beds becoming depleted are negligible despite the tremendous yearly consumption, the Gulf and Caribbean Fisheries Institute was told. Carlton Crawford of Palacios, Tex., a past president of the Shrimp Association of the Americas, said production in this country and Latin America is about 200,000,000 lbs. a year, but "the busy little shrimp will see to it themselves that beds are not depleted."

"Their power of reproduction is tremendous," he said. "Each shrimp lays about 1,000,000 eggs a year, so that even the great mortality they suffer will still leave enough alive to keep the shrimp beds amply populated."

Among other Americans who were present and delivered papers on various phases of fishing boat design, operation and safety were: Howard I. Chapelle, Cambridge, Md., who discussed fishing launches; James F. Petrich, Tacoma, Wash., who talked on tuna clippers; George C. Nickum, Seattle naval architect, whose paper discussed stability of fishing boats; C. B. Carlson, Fish and Wildlife Service, Coral Gables, Fla., who delivered two talks, one on live-bait equipment for fishing boats, and the other on recent development of deck gear; C. G. P. Oldershaw, refrigeration engineer of the U. S. Fish and Wildlife Service, who told of the work of the experimental freezer vessel *Delaware*; and W. J. McInnis, Boston naval architect, who discussed loading and change of trim on small trawlers.

Mississippi Research Vessel Makes Drag at Depth of Nearly One Mile

A drag at a depth of 830 fathoms was made by the U. S. Fish and Wildlife Service's exploratory fishing vessel M.V. *Oregon* in the northern Gulf of Mexico recently. This was the deepest fishing that the vessel, which is based at Pascagoula, has carried out to date. The drag was made with a 40' shrimp trawl using 2,300 fathoms of trawling cable. The position was 28°58' N.; 88°00' W., about 60 miles east of the mouth of the Mississippi River.

Examination of the chain lead line proved the net had been on the bottom at this depth of nearly one mile. The catch was small, and included 7 lbs. of very small black fishes and a quart of many kinds of red caridean shrimp. The haul was of more scientific interest than of commercial value at present. Since the net was open at all times, the fish could have been caught at any depth between the surface and the bottom.

Thirty minutes were required to set the trawl, and the haulback took one hour and 45 minutes. Valuable experi-

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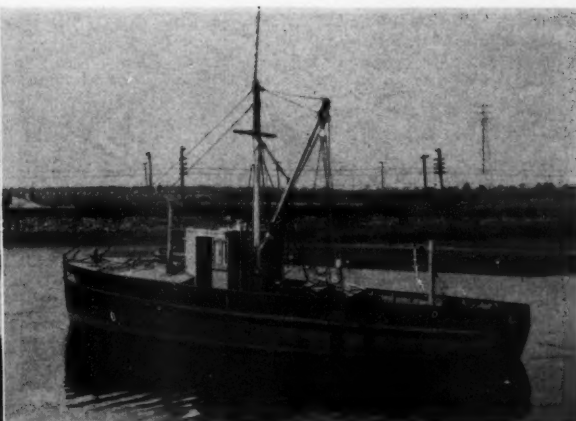
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CEMBER, 1953



Capt. John Meany, left, owner of the 43' dragger "Shangri-La" at Point Pleasant, N. J., and Andy Anderson. The "Shangri-La" is used for fluke dragging, and is powered with a Chrysler Royal engine.



ence was gained for use in future deep-water explorations.

The *Oregon* recently completed one phase of exploration for tuna, working along the outside of the continental shelf of the northeast Gulf. Sufficient quantities of live anchovies for bait were taken at night with a trap net near islands off the Louisiana, Mississippi and Alabama coasts. The behavior of the bait was satisfactory. Losses were 5 per cent to 20 per cent during the first 24 hours, but after this initial loss the bait appeared to be hardy.

Fewer tuna were sighted than during the late Summers of 1950, 1951, and 1952, but enough schools were found to allow a good trial of live bait fishing. The results were very poor. A few small blackfin tuna were taken from each of several schools and one series of five small blue-fins were taken, but none of the schools could be held at the stern of the vessel long enough for satisfactory catches.

Observations with an electronic fish finder, the "fisch-lupe", indicated the presence of scattered large fish in midwater outside the continental shelf at depths varying from 40 to 150 fathoms. The indicated distribution was irregular, with some apparently rich and some barren areas. An experimental model electronic fish finder was used on the *Oregon* from October 23rd to the end of the month. It was possible to predict the volume of trawl catches with reasonable accuracy from indications on the instrument, but indications of shrimp and small bottom fish were not perceptibly different.

Throughout most of the time the instrument was in use, the bottom water temperatures in the areas worked were warmer than surface water temperatures and the grooved shrimp were scattered. The instrument did locate concentrations of fish which proved to be chiefly spots and croakers, and drags of commercially-significant quantities were found in 15 to 20 fathoms south southeast of Cape San Blas, Fla.

Stewart Springer of the Fish & Wildlife Service reported that although there was some rough bottom, hundreds of square miles were clear enough for trawling operations and have not been fished by commercial fleets. In a typical 15-minute drag with a 40' trawl east of Pensacola, 350 lbs. of spots and 37 lbs. of croakers were taken.

September Landings Drop

Landings of fishery products at Mississippi ports during September totaled 7,128,600 lbs. This was a decrease of 7,004,050 lbs., or 50 per cent, compared with the landings during the corresponding month of 1952.

Menhaden (5,752,800 lbs.) accounted for 81 per cent of the total landings for the month. Menhaden receipts during September of last year totaled 12,618,100 lbs. Shrimp landings for the month amounted to 1,198,575 lbs., compared with 1,360,275 lbs. for September, 1952.

Production of all species of fish and shellfish at Mississippi ports for the nine-month period ending with September, 1953, totaled 65,267,050 lbs., compared with 119,669,450 lbs. landed during the first nine months of 1952.

New Jersey Fishermen Want Inlets Dredged

Shoaling conditions in the Manasquan Inlet as a result of the November 6 storm are threatening to block the waterway to commercial fishing craft and party boats, according to a committee of fishermen led by Axel B. Carlson. The storm opened a 30-ft. long hole in the north rock jetty, hurling many of the boulders into the inlet. Since then, tidal flow has packed sand around the rocks, raising the level of the floor of the inlet.

In rough weather, it had been the practice of fishermen to come in close to the north jetty because the water was deeper there. Now boats are forced to come in through the center of the inlet.

If the shoals continue to grow, fishing craft will be unable to negotiate the inlet, except at flood tide. This could result in a dangerous condition if a storm broke at low tide.

A great deal of sand off the ocean floor was washed ashore during the recent storm, and fishermen off Belmar reported that they lost four feet of sand from under their pound nets there. Sand also partially blocked Barnegat Inlet to the south, and fishermen expressed fear that both inlets may be blocked completely unless immediate action is taken to dredge them.

Fishermen to Aid Defense Program

Southern Ocean County commercial fishermen will cooperate in a new program under civil defense to give warnings against possible air attack, it was announced recently by the Air Defense Filter Center in Trenton.

In addition to local skippers, center spokesmen said an estimated 100 vessels from Atlantic Highlands to Cape May were expected to cooperate on a voluntary basis when the operation started December 1. They will join approximately 300 others in the program which will extend as far south as the Carolinas.

Seek Repeal of Striper Law

Members of the Commercial Fishermen, Trappers and Land Owners Association last month made plans to seek the repeal of the striped bass law next year. A committee of three was named to seek the aid of Ocean County Senator Mathis in repealing the act which this year cut short a law passed three years ago governing commercial netting of striped bass.

Raritan Bay Pounds Have Good Season

The Raritan Bay pound-net operators were satisfied with results of the 1953 season. Catches of food fish were less than expected, but the menhaden yield was large enough to offset the loss.



The "Southern Cross", 56' steel shrimp trawler shown hauled out at Bishop Marine Ways, Aransas Pass, Texas. Owned by Herndon Marine Products, Inc., Corpus Christi, the craft formerly was known as the "Helena Florence II". She is skippered by Capt. Louis Miller, and is powered with a 165 hp. General Motors Diesel.

Texas Shrimpers and Oilmen Cooperating on Problems

A committee of oil company representatives has been formed for the purpose of studying bay and offshore seismic work so as to make recommendations regarding regulations to the Texas Land Commissioner's Office. The Texas Shrimp Association has been invited to meet with this committee in an effort to help eliminate the difficulties now being experienced by shrimp trawlers as a result of oil company seismic operations.

Following the recent tidelands legislation, there was a marked increase in offshore oil exploratory work, particularly along the Texas Coast. Shrimp trawlers operating from Texas ports have been experiencing net and gear damage, apparently due to craters caused by seismic crews while making their offshore surveys.

Existing State regulations laid down by the office of the Texas State Land Commissioner were formulated so as to minimize damage to both marine life and the physical nature of the sea bottom, where such areas are under lease. From the amount of gear damage recently reported, it appears that either the regulations are inadequate or are not being complied with. This applies likewise to bay explorations.

Shrimpers Make Good Catches

The best season of the year for production of edible marine products along the Texas Gulf Coast is in the Fall from September 15 to December 1, and the best thirty-day period is from October 20 to November 20, approximately.

With favorable weather for trawling and fair prices for seafoods, the thirty-day period mentioned has produced a bumper crop of seafoods again this year. After heavy rains and floods in September, weather conditions settled and large runs of shrimp appeared in Aransas, Matagorda, and the bays to the North.

Shrimping along the central Gulf Coast in waters up to 20 fathoms paid off well with fair catches of white shrimp during daylight hours, and better catches of brownies at night. Averages were from 350 to 1,000 lbs. per boat per day. These shrimp were mostly 21-25 count with some 25-35.

The Port Isabel-Brownsville area on the lower Gulf Coast led the other sections with 34,392 barrels of brown-grooved shrimp. These shrimp came from the deep south Gulf off the Mexican coast.

The Corpus Christi-Aransas Pass area was second in landings, with 12,965 barrels, 81 per cent being brown-grooved, mostly from the south Gulf. Sizes were 15-20

and 21-25. Some brown shrimp from the close in Gulf and from the bays were mostly 21-25 and smaller.

The Galveston-Sabine area on the extreme upper Gulf Coast ranked third, with 5,603 barrels. Sixty-four per cent of these were from the deep south Gulf of Mexico.

The Matagorda area on the upper northwest coast was fourth in production, with 4,527 barrels, of which 70 per cent were brown-grooved.

The shrimp landings in the principal ports for the period October 20 to November 20 totaled 57,487 barrels, as compared with 49,017 barrels for the previous thirty-day period.

Finfish and Oysters

Landings of edible finfish were well above average during the 30-day period from October 20 to November 20. Bay fish, such as speckled sea trout, red drum, and black drum, were particularly good and approached the catch made prior to the cold spell which killed thousands of tons of fish three years ago.

Flounder production, while low, was slightly above last year, and is improving. Deep Gulf fish, such as red snapper, warsaw, ling, groupers, and jewfish, were plentiful and good catches were made by commercial fishermen working the "bumps" offshore. A total of 136,255 lbs. of edible finfish were taken, as compared with 130,975 lbs. last month.

Production of oysters for the first time in many years continues in the Galveston area. According to biologists, the shells of these oysters are free of old shells and barnacles, indicating they were the first results of seeding on clean shell by the Texas Fish & Oyster Commission within the past three years.

Some members of the industry fear the reefs will be destroyed by intensive dredging during the first year. The area has reported more than 75,000 lbs. of oyster meats since September 1.

Marine Machine Works Has New Winch

The Marine Machine Works of Port Isabel is building a new type of power winch for trawlers. The new winch features larger and deeper cable drums, capable of spooling longer trawl cables. Bernie Burnell, owner of the plant, was a pioneer in the seafood business in South Texas, and operated the Burnell Fish & Shrimp Co. there before selling out three years ago.

New Trawler "Bills Pride" Commissioned

The Schaff Seafood Co. of Galveston recently commissioned their latest trawler, *Bills Pride*, built by Fayard & Sons of Mississippi. The new vessel has an overall length of 65 ft., and is powered by a Murphy Diesel supplied by the Houston Engine & Pump Co. of Houston, Texas.

Valley Fisheries Gets New Steel Trawler

The Valley Fisheries, Inc. of Port Isabel is getting several new, modern trawlers as the backbone of their shrimping fleet. The latest boat to arrive at their docks is the 66-ft. all-steel trawler *Valley Star*. With a beam of 19 ft. and a draft of 7 ft., this V-bottom type trawler is expected to combine seaworthiness with safety for the Campeche shrimp run.

The boat is powered with a 120 hp. Caterpillar D13000 Diesel, driving a 48 x 46 Michigan propeller through Snow-Nabstedt reduction gear. She also is equipped with a Stroudsburg hoist, Metal Marine pilot, Bendix depth recorder, 2 kw. Onan generator and Surrrette batteries.

Other recent deliveries to Valley Fisheries include the *Valley Prince*, *Valley Queen*, and the *Valley Grande*. Two other trawlers are due to arrive about January 1.

The Valley Fisheries, a production unit, is associated with the Producers Marine Service, Inc., the unit which processes, packs and transports shrimp produced not only by Valley Fisheries, Inc., but by independent producers. This branch of the company also supplies materials, machinery, equipment and service for the marine industry. Oliver Clark is president; Wilson Wharton is vice-president; and Frank Voltaggio is secretary.

Louisiana Factories Required To Plant More Oyster Shells

Effective this season, the Louisiana Department of Wild Life and Fisheries is requiring factories to replace in Louisiana waters 20 per cent of the oyster shells taken during the year from the reefs. Only ten per cent was required in the past.

A total of 29,817 barrels of oyster shells have been re-bedded in Louisiana by Mississippi packers for the 1952-53 season.

Production of oysters in the Gulf area has been light this Fall, and many dealers have been shipping in the shellfish from the East Coast. A number of oyster growers have noted that the oysters from private beds are considerably fatter than last year at the same time, and this may compensate to some extent for the apparent lack of the shellfish.

Conrad Delivers Shrimper "Billy Marie"

Conrad Industries, Morgan City, recently delivered the 65 ft. standard trawler *Billy Marie* to Vernon Boynt of Brownsville, Texas. The craft is powered with a 6-110 General Motors Diesel.

Next to be delivered by Conrad will be a trawler for Harold DeRick of Brownsville. It is a 70-ft. semi-deluxe, and also will be powered by a 6-110 General Motors engine.

Another trawler will go to Ashley Galloway of Morgan City, who has ordered a 70-ft. deluxe with 6-110 General Motors engine. Also underway are a 65-footer for C. O. Roberts and Felix Bruney of Aransas Pass; a 70-ft. deluxe for Oscar Galjour of Aransas Pass; and three 65-ft. standard trawlers for Eugene Felicione of Tampa, Fla.

Terrebonne Parish Wants Deep Channel to Gulf

Business men of Terrebonne Parish plan to raise between \$25,000 and \$50,000 before the end of the year to give the Police Jury for use in promoting and planning a deep-water channel connecting the Gulf of Mexico and the Intracoastal Canal through the Parish.

Terrebonne Parish is reported to be losing out on a lot of shrimping business in the Gulf because of the lack of a deep waterway.

New Shrimp Deveining Machine Being Tested

A Dulac plant has been testing a new shrimp deveining machine which is said to handle a far greater volume with less labor than devices which require individual loading of each shrimp. The machine consists of a steeply-inclined flat bottom trough down which the shrimp slide.

While sliding down the trough, the shrimp follow a zig-zag arrangement of baffles faced with a sharp blade parallel to the bottom of the trough. There is sufficient clearance so that the knife strikes the shrimp in the vicinity of the vein. The repeated striking of the shrimp against the knives opens the back so that the vein is exposed. The shrimp then are run into a rotary washer which removes the vein.

Oystering Continues in Part of Sister Lake

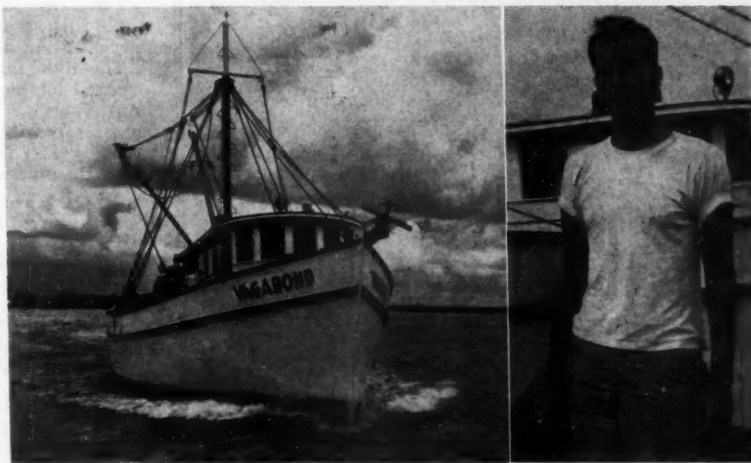
Although dredging for oysters with light dredges in part of the State seed oyster reservation at Sister Lake ended November 15, operations were to be continued in a designated area for a short period. Dredging was to be

allowed in that section east of a line drawn from the Sister Lake camp to the first point east of the entrance to Grand Bayou du Large. Because of the shallowness of the water in this area only a few oysters had been dredged, and it was believed that it would be beneficial for operations to continue.

Want Canned Shrimp Specifications Revised

Members of the shrimp canning industry in the Gulf area recently requested the Fish & Wildlife Service to revise the Federal specifications for canned shrimp. It was indicated that the present specifications are obsolete and should be changed to correspond to current needs of the Federal services and the practices of the industry.

In this connection, a representative from F&WS visited various shrimp packers in the Gulf area, and also visited the various Federal inspection and purchasing agencies.



Built by Conrad Industries, Morgan City, La., the 70' x 20' x 7'6" shrimp trawler "Vagabond" operates out of Aransas Pass, Tex. Her owner is Harold Webster (shown at right), and the vessel is powered with a D337 Caterpillar Diesel, rated 170 hp.

The purpose of the trip was to obtain an accurate knowledge of shrimp packing operations and problems.

According to the National Fisheries Institute, probably the greatest, and perhaps the only, problem which will be involved in setting up revised specifications will be the matter of shrimp size classifications. It is understood that the industry has undertaken a study of the canned shrimp size problem, and recommendations should be forthcoming in the near future. Adoption of acceptable and uniform industry-wide standards for canned shrimp will not only facilitate acceptance of the product by the various Federal agencies, but also will aid in marketing the product in the regular trade channels.

Shrimp Freezer Boat "Brazos"

(Continued from page 13)

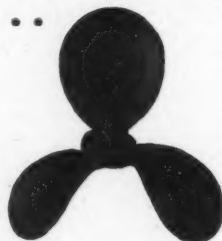
coast 30 to 35 days. Hold capacity is more than 25,000 lbs. of processed shrimp.

The running time to Campeche is four days and four nights from Corpus Christi. An ice boat, Schmid pointed out, has an average voyage limit of 10 days, and for that reason isn't as practical for the 1,500-mile Campeche round trip.

"I believe the human limitation of staying out to sea," Schmid said, "pretty well matches the limitations of the fuel and hold capacity of the *Brazos*." The crew on the *Brazos* varies from between four and eight men, depending on the experience of the hands and how well the shrimp are running. Five able, experienced men can run the vessel efficiently.

Capt. Ben Stanley is charged with general supervision of the shrimper and its operation. He handles the boat and keeps the machinery running. First Mate Bill Willing-

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ham watches out for the fishing operation and net maintenance.

A third in command supervises the processing of the shrimp and makes sure that sanitary standards are maintained. The remaining two crewmen help out wherever they are needed in heading and packing the catch.

Shrimp Processed While Net Is Being Dragged

The almost continuous catching and processing operation begins with the fishing, usually done at night. Average drag with the 120' net lasts four to six hours—enough time for the previous haul to be processed. The catch is dumped on the after deck, and the net goes back into the water.

Digging into the squirming mass of sea life, crewmen head the shrimp and rough sort by tossing them into several different baskets. As each basket is filled, it is dumped into the washing vat.

From the washing vat the shrimp go to the packing table just aft of the cabin. There two men second-sort as a precaution against grading errors made on deck.

The five-pound commercial packages are set on scales secured to the packing table and filled. An allowance of four ounces is made for loss of weight by dehydration and for possible error in weighing caused by the motion of the vessel.

As the five-pound boxes are filled, they are placed on trays which hold four boxes each. The filled trays are passed below deck to the quick-freeze tunnel, located directly below the packing table.

The tunnel has a capacity of 1,000 lbs. of packaged shrimp. Trays of shrimp are frozen on an assembly-line basis at about minus 40 degrees F. As a tray of fresh shrimp is pushed into the tunnel at one end, a tray of frozen shrimp is pushed out of the other end. During a night of fishing, about 18 barrels of shrimp pass through the tunnel.

Frozen solid, the packaged shrimp are packed into heavy pasteboard master cartons, 10 five-pound boxes to the carton. The cartons are put into the storage hold, where they remain at a temperature not above minus 15 degrees F. until the Brazos makes port.

As long as the shrimp are running, the Brazos keeps trawling and processing. "We average about two to two-and-a-half hours sleep during a six-hour drag," Capt. Stanley said. "If we are picking up a lot of fish and crabs each drag, we chop trawling time to as little as two hours. When that happens, we just work right on through."

Continuous Operations Pay Off

The continuous working pays off in frozen shrimp produced with a minimum of wasted effort. "When the vessel comes into dock here at Corpus Christi," Schmid said, "those cartons are ready to be placed aboard refrigerator trucks to be taken to Chicago or New York. We have found it to be a very practical thing."

Padre Isle brand shrimp, Schmid said, sell at a premium because of their just-from-the-net freshness. Frozen immediately after catching, the shrimp have a different appearance than shrimp iced for a long period and then frozen, according to Schmid.

"In our opinion," he said, "we are producing a product fresher than could be produced under any other conditions." The salability of Brazos-caught shrimp is reflected in the fact that the vessel never lacks for crewmen when she puts out on her long voyages. The fishermen know that when they get back, they'll have money in their pockets.

Crewmen receive one-half the value of the fresh catch figured at union price, plus two cents a pound for heading and two cents a pound for processing. There is no ice expense to be shared, but crewmen do share net expense and furnish their own groceries.

"The profit on freezing of a one-boat catch," Schmid said in summation, "is not nearly as great as that realized from more days at sea. The advantage of a boat like the Brazos lies in its ability to spend more time on fishing grounds rather than in its ability to process its own catch."

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CEMBER, 1953

Boston Landings Show Gain During Month of October

During October a total of 12,353,100 lbs. of fresh fish valued at \$1,159,823 were landed at the Boston Fish Pier and sold over the New England Fish Exchange. This was an increase of 5% in volume and 8% in value over the September totals. The October catch was, however, 9% lower both in volume and value when compared to the like 1952 period.

During the first ten months of the year landings totaled 131,330,200 lbs., valued at \$10,299,993. This was a decrease of 16% in volume and 18% in value when compared to landings for the January-October period of 1952.

Haddock and scrod haddock combined comprised 61% of the landings during the month of October. Haddock catches totaled almost 3.7 million lbs., compared to 1.9 million lbs. during October, 1952. Scrod haddock production was nearly 3.9 million pounds this October, against 6.0 million lbs. last year.

The 86 trips by large otter trawlers averaged approximately 80,000 lbs., compared to an average of 65,000 lbs. during September, and 76,000 lbs. in October, 1952.

Fairly good quantities of dab and gray sole were taken in the North Bay area during the month. The offshore fleet centered its activities mostly on Georges Bank and the Channel, with a good number of trips to the western Nova Scotia area.

Mackerel landings were considerably lower than during the month of October, 1952. There were 33 trips by seiners last year during October, totaling 962,000 lbs., whereas this October's mackerel production amounted to only 295,000 lbs. from 13 trips. Whiting landings were .5 million lbs. this year, compared to 1.1 million lbs. during October, 1952.

FGWS Gets Title to "Delaware"

Title to the *Delaware* has been transferred from the Department of the Army to the Fish and Wildlife Service. This New England trawler, on loan from the Army for the past three years, has been operated from the North Atlantic Technological Research Laboratory in Boston as an experimental trawler-freezer vessel in the development and testing of equipment and procedures for the freezing of round fish at sea.

Use of the vessel by the Service is expected to continue on fisheries problems where a continuous study of the fish is essential from the time of capture until it is ready for delivery to the consumer.

Bills Affecting Fisheries

Two bills vital to the fishing industry were filed with the Clerk of the State Senate on December 1. One calls for a special commission to make a study of the fishing business to help it meet foreign competition.

The commission would consist of two Senators, four Representatives and four appointees of the Governor. These persons would represent the fishing industry, organized labor in the industry and the processing and distribution aspects of the business.

The other bill would authorize the University of Massachusetts to establish a School of Fisheries and a fish research station in Gloucester. Sen. Philip A. Graham filed the measures.

Vermont Wins Best Lobster Contest

The contest to find out which New England State produces the best lobster was won by Vermont, which has no coastline. Governor Lee Emerson revealed that his lobster actually was from Massachusetts.

The decision in the contest was reached at the New England Governors Conference at Boston's Hotel Statler on November 19. The lobsters, artfully prepared by Statler chefs, were placed in unmarked dishes for tasting by the Governors.

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WORLD'S BEST BUYS IN MARINE ENGINES

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Model B, 60 h.p.

Model K, 95 h.p.

Model M, 130 h.p.

Model W, 160 h.p.

Horsepower for horsepower, you can't buy a better marine engine for smooth, dependable operation and more years of hard service at low upkeep cost than a compact, power packed Chris-Craft! Read what this user says:



Carlo Riva

"The present letter is being composed solely for the purpose of expressing our total and complete satisfaction in the behavior of the Chris-Craft marine engines which, for some years now, we have been installing in the hulls we manufacture and sell in Italy," writes Carlo Riva, renowned general manager of Cantieri Riva Sarnico, Italy.

"It is indeed with the greatest pride and joy that we can point out to you that we are in possession of numerous letters from our customers saying with enthusiasm that they are exceptionally impressed with the Chris-Craft marine engines.

"With absolute certitude we feel that your marine engines will be used throughout all Italy in the near future, and remain meanwhile with our best regards."

Chris-Craft Marine Engines are available in 60, 95, 105, 120, 130, 131, 145, 158 and 160 h.p. with reduction drives and opposite rotation for most models. See your Chris-Craft Dealer or mail coupon for FREE catalog today! Buy NOW!

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Equipment and Supply Trade News

Chrysler Announces New V-8 Marine Engine

A new 200 hp. Chrysler engine, the Marine V-Imperial Special, will be made available by Chrysler Corporation's Marine Engine Division within a few weeks. Public showings of this V-8 engine are scheduled for January.

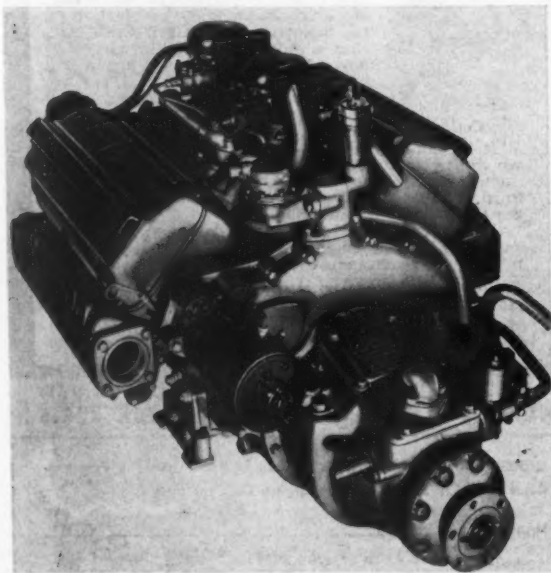
Declared "pound for pound to be one of the world's most powerful marine 8-cylinder engines", the new V-8 is to be released after five years of intensive engineering and testing. It develops its 200 hp. at 3800 rpm. and has a hemispherical-design combustion chamber and 7.2 compression ratio. Other features are larger and wider-spaced valves, free-flow intake and exhaust porting and centered spark plugs which enable an extremely short flame travel through fuel following combustion.

The new engine will fit virtually any hull capable of taking an in-line six or eight-cylinder engine. It mounts on standard 22½" centers. With straight-drive, the engine measures 46½" long, 32½" wide and 20 15/16" high.

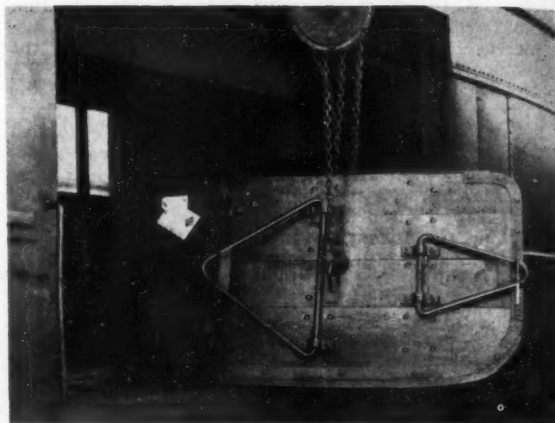
Other features of the new engine include a dual-pocket water pump assuring even flow of coolant to both banks of cylinders; crankshaft bearings which are tri-metal surfaced for maximum bearing life; sodium-filled exhaust valves, stellite-faced for faster heat transfer, equipped with valve rotators for even wear and longer life; water-heated intake manifold which improves idle performance and decreases warm-up time; twin concentric stainless steel valve springs for greater total spring pressure which also prevent valve surging. The completely waterproofed ignition system includes rubber-sealed spark plugs for additional protection against moisture.

Among the general specifications of the new marine V-8 are: bore 3 13/16"; stroke 3½"; and displacement 331.1 cubic inches. The crankshaft is 2½" in diameter; cylinder block and cylinder head are of high strength cast iron. Main bearings are precision type tri-metal steel back with removable bearing shells; pistons, aluminum alloy, tin-plated, slipper type; steel thermostruts to automatically compensate for thermal expansion. Top rings are chrome plated.

The engine has dual carburetors, single throat, down-draft-type with flame arresters. Reduction gears are



The Chrysler Marine V-Imperial Special engine which is rated 200 hp. at 3800 rpm.



Gloucester-made trawl doors being loaded for shipment by Railway Express to Monterey, Calif., where they will be used on the new 50' dragger "Angelina". For Carl Friberg, owner of the Industrial Blacksmith Shop in Gloucester, Mass., which makes and repairs dragging doors for boats along the Eastern seaboard, this was the second shipment of doors to be used on the new West Coast dragger. The doors measured 5'6" x 37", weighed about 250 lbs. each, and were constructed of Vermont oak and Canadian Spruce. They were bound with steel and fastened with bolts and welding.

Chrysler internal gear and pinion type with helical teeth. All gears are mounted on large ball bearings with centers adjustable to insure proper adjustment and quiet operation.

The engines are available in 1.43, 2.04, 2.56, 3.17 or 3.95 to 1 reduction. The reduction gear housing can be mounted in four different positions, up, down, right or left, to fit any type of installation. In vee-drive, reductions of 1.13, 1.42, or 2.05 to 1 are available.

Morehead City Yacht Basin Expands Facilities

Morehead City Yacht Basin, Inc., Morehead City, N. C., has announced the near-completion of a major expansion program. Additional boat shed facilities have been erected in their yard, including a multiple line trawler shed fully equipped for the production of the newly-designed 68' "Hatteras" type shrimp trawler.

Type and make of engine, hoists, and certain other equipment is optional with the purchaser, at reasonable additional cost, depending upon the selection. The buyer also may choose electronic equipment which will be furnished and installed at additional cost. Attractive terms for payment are available.

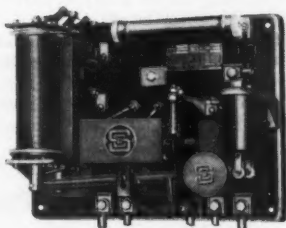
The trial run of the first boat was expected to take place around the middle of December.

Linen Thread Absorbs Four Netting Firms

On December 1, The Linen Thread Co., Inc. acquired the assets of R. J. Ederer Co., Ederer, Inc., Adams Net & Twine Co. and Paul's Fish Net Co. The products manufactured and sold by these four corporations will be continued as before under their various brands as far as practical.

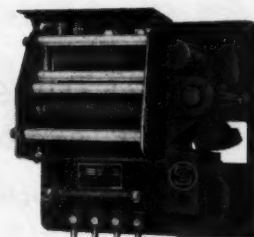
The business is now being conducted through Divisions of The Linen Thread Co., Inc., and through the regular trade channels already established. These are the Ederer Division, the Adams Division and the Paul's Division. The assets purchased by Linen Thread include plants and machinery, inventory, brands and trade-marks.

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"SAFETY" Generator Regulators

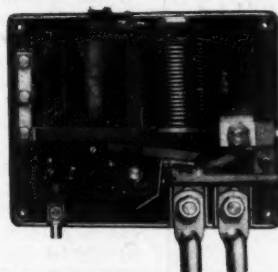
... protect valuable electrical devices essential to every ship. Their use automatically controls voltage and also limits the current output to the maximum capacity of the generator.



"SAFETY" Load Regulators ... reduce voltage to proper value and maintain this line voltage for ships' lighting, depth recorders, communication systems and other electrical equipment.

"SAFETY" Reverse Current Relays

... eliminate manually operated switches ... automatically connect or disconnect generators from battery and load.



"SAFETY" Generators and Motor Alternators ... available for marine installations. Consult the Marine Catalog or contact our Marine Division for information concerning "Safety" Marine Products and our district agents.

Relieve your engineers of manually operated battery controls ... specify "Safety" automatic electrical controls and generating equipment.

MARINE DIVISION P.O. BOX 904 THE SAFETY CAR HEATING AND LIGHTING COMPANY INC NEW HAVEN, CONNECTICUT

"SAFETY" MARINE PRODUCTS INCLUDE: Variable and Constant Speed Generators • Generator Regulators Load Regulators • Reverse Current Relays • Motor Generators • Motor Alternators.

Allis-Chalmers to Operate Buda Co.

Allis-Chalmers Manufacturing Co. of Milwaukee, Wisc., has assumed operation of The Buda Company, 72-year-old Harvey, Ill., firm, according to W. A. Roberts, Allis-Chalmers president.

Operating as a division of Allis-Chalmers, The Buda Company will continue to manufacture, distribute and service all items in its regular line of products. Ralph K. Mangan, with Buda for 36 years and president since 1950, will be in charge of the division with the title of president and general manager.

Located in suburban Chicago, there are two Buda plants, including more than 25 buildings occupying 654,446 square feet and covering 28½ acres. Employment totals more than 2,200 people.

Buda now produces 23 sizes of Diesel engines and 20 sizes of natural gas, butane and gasoline engines, ranging from five to 516 horsepower. These engines are used in all types of application, including the marine field.

New Pamphlet on Caterpillar Engines

"Honest Marine Power", a booklet recently published by Caterpillar Tractor Co., discusses the horsepower ratings of Caterpillar Diesel engines. This eight-page pamphlet is complete with photographs and stories of Caterpillar engines in actual marine applications in all parts of the country, and tells how these engines are helping solve power problems for commercial boat operators. Copies of the booklet may be obtained by requesting Form D379 from Caterpillar dealers or by writing Caterpillar Tractor Co., Peoria, Ill.

Changes in Johnson Sales Representatives

Johnson Motors, Waukegan, Ill., has announced several changes in its field staff and in the territories which these men supervise. Sales representative Clarence Bugg has been transferred from the Indiana-Illinois territory to represent the factory in the Pacific Northwest. Replacing

B.F. Goodrich Cutless Bearings For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine Equipment dealers.

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Engineers and National Distributors

Morehead City Yacht Basin, Inc.

Announces the

68-Ft. HATTERAS TYPE SHRIMP TRAWLER

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Full Details upon request from:

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MOREHEAD CITY YACHT BASIN, INC.

MOREHEAD CITY, NORTH CAROLINA

Bugg in the Indiana-Illinois area is William Foster, widely known in the outboard field.

In the South, a new territory comprising Arkansas, Louisiana, Mississippi and western Tennessee has been assigned to Paul Wright, a newcomer to the firm. Wright formerly was with the material allocation division of the War Production Board in Washington, D. C.

Herbert Dickerson, for nine years service manager of Martin Motors, has joined Johnson as sales representative in the Ohio territory. In the New York territory, Frank Fenton has been replaced by Robert Preston who was formerly with Standard Oil Co. as a wholesale sales and service representative.

Cummins Introduces New Lightweight Diesel

Cummins Engine Co., Inc., Columbus, Indiana, has announced the availability of a new 123 hp. marine engine which is claimed to be one of the lightest in weight per horsepower of any marine Diesel in the 80 to 125 continuous horsepower range. The new JMS-600 Cummins engine weighs only 21.1 lbs. per rated horsepower when completely assembled with reverse and reduction gear and all other accessories necessary for a complete work boat application.

The engine develops its 123 flywheel horsepower at 2200 rpm. for continuous duty applications, such as fishing and work boats. Weight of the complete power package is only 2450 lbs.

One of the outstanding features of the new JMS-600 Cummins marine Diesel is compactness. This engine measures only 66½" from the front to the power take-off flange of the gear. From the crankshaft to the highest point on the engine, the measurement is only 24 21/32". An overall width of only 27½" allows for adequate access room around the engine when installed.

The new engine is a 6-cylinder, 4-cycle type with a bore and stroke of 4½" x 5" and a piston displacement of 401 cu. in. It operates at a compression ratio of 15.5 to 1.

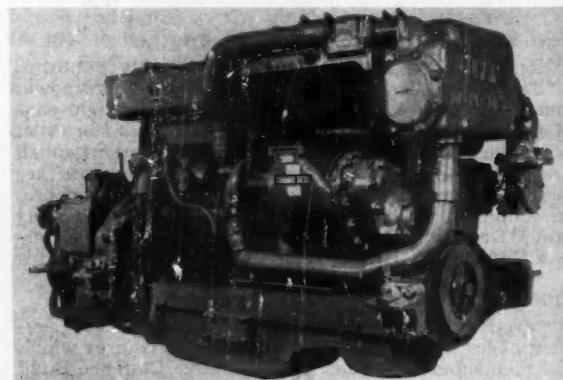
According to Cummins engineers, three factors have contributed to the small size and light weight of the JMS-600 engine. These are: 1. Higher rotative speeds; 2. Supercharging; 3. The exclusive Cummins fuel system.

The new engine has a fully counterbalanced crankshaft which is drop-forged from high-strength alloy steel. Bearing journals are Tocco-hardened and journal fillets are prestressed by rolling to increase surface strength. Main bearings are steel-backed precision type, copper lead inserts with a total area of 95 square inches.

A 100 gpm. centrifugal pump, mounted behind the supercharger, circulates the engine cooling water around each of the wet type liners, through the cylinder head and around the injector sleeves in the cylinder head.

The supercharger, water pump, sea-water pump and lubricating oil pump are directly driven from the engine gear train, thus eliminating belt and chain drives. The JMS-600 is equipped with a full-flow type oil strainer and with a tubular oil cooler.

A tubular heat exchanger and a rubber impeller sea-



The JMS-600 Cummins Diesel, rated 123 continuous hp. at 2200 rpm.

PFLUEGER
HOOKS
Last Longer

SHARP
POINTS

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Standard of Fishermen Everywhere

THE ENTERPRISE MFG. CO., AKRON 9, OHIO

PFLUEGER A GREAT NAME IN TACKLE
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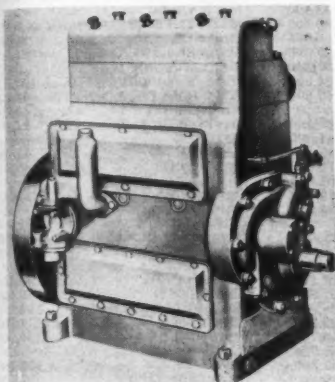
MBER, 1953

water pump are standard equipment. These items are designed to provide adequate cooling of the jacket water under the severest operating conditions.

Reverse and reduction gears of six different ratios from direct drive to 3:1 reduction are available for either clockwise or counter-clockwise engine rotation. Gears can be furnished for manual or hydraulic control.

A heavy-duty 12-volt, 50-ampere electric generator is provided for battery charging and lights. In addition, the engine is equipped with a 12-volt electric starting motor.

Burmeister & Wain Gets Bukh Diesel Franchise



The Bukh Diesel engine.

The completion of an exclusive sales and service franchise for the Bukh Diesel engine in the United States, Canada and Mexico has been announced by Burmeister & Wain American Corp., 17 Battery Place, New York 4, N. Y. Bukh Diesels, manufactured by Bukh Motor Works, Ltd. of Denmark, are of 4-stroke cycle, horizontal or vertical, single or twin cylinder. Cylinder sizes are 3 5/32"

bore x 4 11/32" stroke and 3 15/16" bore x 5 1/8" stroke. The engines are conservatively rated from 6 to 30 bhp. for continuous duty.

Bukh Diesels are suitable for such services as marine propulsion and auxiliaries. Generating sets also are available in sizes from 6 to 18 kw., 110 to 220 volts, D.C., and 110 to 440 volts, A.C., 50 or 60 cycle, single or three phase.

Georgia Conservation Officials Are Concerned Over Pulp Mill Pollution

Conservation officials in Georgia are worried as to the effects of industrial pollutants on the seafood population. A new plant to process pulp wood for the paper industry is being built in tidewater Georgia, and three other plants already are operating in the coastal part of the State. The effluents from each of the plants already in operation are being dumped into the estuaries.

While the Georgia statutes oppose pollution, industrial operations of this type are exempt. Other States and areas also are faced with industrial expansion on tide-water with inadequate safeguards for the oyster and other seafood industries. The question of industrial pollution is being considered by the Atlantic States Marine Fisheries Commission, and reports of local conditions have been made to each State.

Research Vessel Takes Large Species of Fish

The kinds of large fish that are found in South Atlantic waters are being determined in the Federal-State marine investigation which is being carried on out of Brunswick.

The fourth full sweep of the waters by the Fish & Wildlife Service vessel T. N. Gill recently was completed. On this cruise, trolling was carried out for sampling purposes, and the following were found: twenty-one little tuna, eight blackfin tuna, five barracuda, four Spanish mackerel, three king mackerel, three dolphin, one oceanic bonito, one amberjack and two fish tentatively identified as sarda sarda. Three sharks were taken on hand lines while the vessel was halted on station.

Of the 80 regular stations between Cape Hatteras and the Florida Straits, 72 were completed by the vessel and one special station was occupied for tests.



The Symbol of QUALITY

Faith, established only through long, dependable service—that's the real story behind Starr Netting and the reputation of quality it has earned in over the past 50 years.

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Write for prices on cotton, linen and Nylon (made from Bonded Nylock Twine) netting.

A. M. STARR NET CO.
EAST HAMPTON CONN.

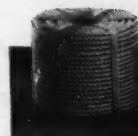
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For sure, fast landing of the catch, Extra Superior Manila has been preferred by fishermen for nearly a century.

Top grades of pure Manila fibers are carefully selected and blended for extra strength and longer working life. Special lubrication and water repellency treatments make Extra Superior Manila flexible and easy to handle under the toughest fishing conditions.

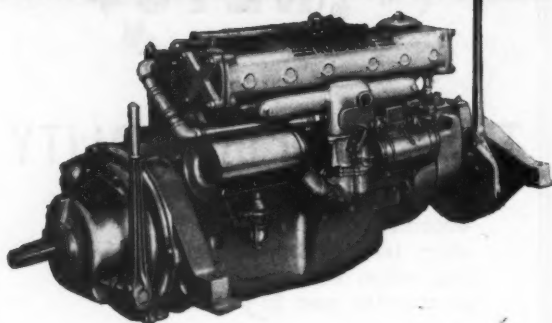


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More and more FISHERMEN SPECIFY NORDBERG!



WHEREVER there are fishing craft, you'll find more and more skippers specifying dependable, economical Nordberg Gasoline Marine Engine power. The answer is simple, when you realize that Nordberg gives you *more for your money*, with such features as seven main bearing crankshafts—the exclusive STA-NU-TRAL Clutch—and 100% heavy duty, full marine construction from stem to stern.

Write for your copy of BULLETIN 198 which describes all six of these great engines...in sizes from 95 to 145 horsepower.

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G1253-F

Fish Landings

For Month of November

Hailing fares. Figure after name indicates number of trips.

BOSTON

Acme (2)	13,500	Manuel P. Domingos (1)	101,000
Addie Mae (2)	10,700	Margaret Marie (1)	2,900
Agatha & Patricia (4)	102,100	Maria Christina (1)	2,200
Angie & Florence (2)	26,100	Maria Del S. (2)	8,000
Annie & Josie (1)	4,000	Marion & Alice (1)	36,500
Arlington (2)	249,500	Maris Stella (1)	95,000
Atlantic (3)	230,200	Mary & Jennie (1)	9,000
Ave Maria (Drag.) (3)	104,800	Mary & Josephine (1)	128,000
Ave Maria (O.T.) (1)	45,800	Mary Rose (3)	102,200
		Michigan (2)	160,700
Baby Rose (2)	45,100	Mocking Bird (2)	92,400
Bay (2)	141,300		
Benjamin C. (2)	243,500	Nancy B. (4)	48,700
Bonaventure (1)	111,000	Neptune (2)	85,700
Bonnie (2)	164,500		
Bonnie Lou (2)	104,000	Ocean Wave (1)	26,500
Brighton (2)	134,200	Ohio (3)	135,800
		Olympia (2)	22,000
California (1)	13,000	Olympia La Rosa (4)	75,500
Calm (2)	275,500	Our Lady of Fatima (1)	130,000
Cambridge (2)	206,300		
Carmela Maria (4)	21,300	Pam Ann (2)	96,500
Carol & Jean (2)	67,500	Phantom (2)	278,500
Catherine Amiraull (2)	206,000	Philip & Grace (2)	194,000
Catherine B. (Drag.) (4)	69,200	Pilgrim (1)	117,000
Catherine B. (L.T.) (3)	10,700	Plymouth (2)	135,300
Charlotte M. (2)	126,000		
Cherokee (1)	52,300	Racer (2)	176,600
Cigar Joe (2)	49,200	Raymonde (2)	87,400
Clipper (1)	121,000	Red Jacket (2)	316,500
Comet (3)	216,500	Roma (2)	8,200
Crest (2)	227,300	Rosa B. (2)	169,500
		Rosalie D. Morse (2)	135,600
Diana C. (3)	39,000	Rose & Lucy (1)	32,000
Doris F. Amero (3)	84,200	Rosemary (2)	19,800
		Rosie (4)	40,400
Edith L. Boudreau (2)	64,300	Rosie & Gracie (1)	36,000
Elizabeth B. (2)	125,400	Rush (3)	220,900
Emily H. Brown (2)	252,300		
Evelina M. Goulart (2)	64,200	Sacred Heart (2)	6,100
		St. Anna (4)	22,800
Famiglia (4)	67,200	St. Joseph (4)	112,500
Felicia (1)	170,700	St. Nicholas (2)	266,000
Florence & Lee (1)	41,200	St. Peter (1)	32,600
Flying Cloud (2)	232,300	St. Peter II (3)	181,200
4-II-823 (1)	1,800	St. Rosalie (2)	41,100
Francis L. MacPherson (2)	116,100	St. Victoria (3)	73,200
		San Antonio II (5)	39,100
Geraldine & Phyllis (3)	61,800	Santa Maria (3)	52,700
		Santa Rita (5)	33,100
Hazel R. (2)	89,700	Savoia (5)	25,400
Hilda Garston (2)	146,900	Sea Queen (2)	76,100
Holy Family (2)	91,300	Sunlight (2)	278,900
		Swallow (2)	121,400
Jane B. (2)	120,500	Sylvester F. Whalen (1)	66,700
J. B. Junior (3)	242,000		
Jennie & Lucia (2)	42,400	Texas (2)	94,300
Jorgina Silveira (2)	38,100	Theresa M. Boudreau (1)	103,000
Joseph & Lucia (2)	226,000	Thomas Whalen (3)	177,300
Josephine F. (5)	37,900	Triton (3)	184,400
Josephine P. II (3)	56,100		
		Virginia (2)	91,000
Lady of Good Voyage (2)	72,900		
Leonard & Nancy (3)	95,400	Wave (2)	218,000
Little Sam (3)	13,900	Weymouth (2)	150,800
Lucky Star (2)	108,700	Wm. J. O'Brien (2)	171,300
		Winchester (1)	69,900
Mabel Mae (2)	94,700	Wisconsin (2)	200,900
Maine (2)	286,500		
Manuel F. Roderick (3)	110,800	Yankee (2)	53,400

PORTLAND

Agnes & Elizabeth (1)	29,100	M. C. Ballard (3)	121,900
Alice M. Doughty (2)	83,600	Medan (2)	530,000
Alice M. Doughty II (2)	26,200	Polaris (1)	40,000
Araho (2)	115,300	Silver Bay (2)	201,500
Batavia (1)	165,000	Theresa R. (3)	197,400
Ellnor & Jean (2)	89,600	Thomas D. (2)	87,700
Gulf Stream (2)	380,000	Thomas J. Carroll (1)	35,800
Jeanne D'Arc (1)	45,000	Vagabond (2)	98,600
John J. Nagle (2)	72,100	Wawenock (2)	381,000

Scallop Landings (Lbs.)

Adele K. (1)	7,453	Vandal (1)	6,000
Andarte (1)	9,585		

WOODS HOLE

Cap'n Bill (2)	20,800	Roann (1)	1,300
Eugene H. (2)	15,700	R. W. Griffin, Jr. (1)	1,700
Gertrude D. (1)	6,500	Southern Cross (1)	3,600
Janet Elise (1)	2,300	Three Bells (1)	2,700
Madeline (2)	11,100	Viking (1)	500
Morning Star (2)	4,000	Winifred M. (1)	2,500
Priscilla V. (2)	29,300		

Scallop Landings (Lbs.)

B. Estelle Burke (1)	2,801	Skelligoee (1)	7,830
Lauren Fay (1)	1,555	The Friars (1)	5,229
New Bedford (1)	6,747		

NEW BEDFORD

Adventurer (3)	39,000	Lera G. (2)	31,400
Anastasia E. (3)	20,300	Lorine III (1)	10,500
Annie Louise (4)	30,700	Louis A. Thebaud (1)	5,900
Annie M. Jackson (3)	30,000	Maria-Julia (2)	10,600
Arthur L. (3)	43,400	Marie & Katherine (1)	7,200
Austin W. (3)	34,000	Mary & Joan (2)	57,500
Barbara (2)	18,700	Mary E. D'Eon (1)	9,500
Barbara M. (3)	25,700	Mary Tapper (3)	70,500
Bernice (1)	2,500	Minnie V. (2)	22,500
		Molly & Jane (4)	55,200
Capt. Deebold (3)	36,800	Nancy Lee (2)	13,600
Chas. E. Beckman (2)	21,000	Nautilus (2)	60,500
Connie F. (2)	29,300	Noreen (2)	56,800
Dauntless (3)	57,500	Pauline H. (2)	66,200
Driftwood (2)	5,800	Phyllis J. (3)	31,900
Eva & Estelle (3)	45,800	Roann (1)	18,500
Eva L. Beal (1)	3,600	Roberta Ann (2)	34,400
Eugene & Rose (1)	15,500	Rosemarie V. (2)	30,600
Gertrude D. (2)	18,300	R. W. Griffin, Jr. (3)	48,200
Gladys & Mary (3)	72,700	St. Ann (2)	34,600
Growler (2)	36,000	Santa Cruz (2)	22,700
Harmony (3)	32,900	Sea Hawk (Boston) (3)	33,500
Helen B. (3)	26,100	Sea Hawk (NB) (3)	20,400
Hope (1)	4,900	Shannon (3)	27,300
Hope II (2)	24,600	Solveig J. (3)	73,700
Huntington Sanford (1)	3,900	Sonya (2)	16,500
		Stanley B. Butler (3)	83,000
Invader (3)	62,300	Sunbeam (3)	37,700
Ivanhoe (1)	15,300	Susie O. Carver (4)	47,200
Jacintha (2)	56,200	Teresa & Jean (2)	92,000
Janet Elise (1)	4,100	Three Pals (3)	29,500
J. Henry Smith (1)	3,100	Two Brothers (3)	28,400
Joan & Ursula (3)	38,100	Venture 1st (3)	75,300
Junojaes (2)	30,500	Victor Johnson (1)	17,500
Katie D. (3)	101,500	Viking (4)	56,500
Kelbarsam (2)	13,700	Whaler (3)	75,200
Lauren 3rd (1)	7,000	Winifred M. (1)	12,200

Scallop Landings (Lbs.)

Abram H. (2)	16,700	Kingfisher (2)	20,500
Agda (1)	3,100	Lauren Fay (2)	17,000
Aloha (1)	11,000	Linus S. Eldridge (2)	29,500
Alpar (2)	20,700	Louis A. Thebaud (1)	6,000
Amelia (2)	23,600	Louise (2)	25,000
Andarte (1)	9,000	Lubenray (2)	19,000
Babe Sears (2)	21,300	Major J. Casey (2)	23,100
Barbara & Gail (2)	14,400	Maie & Marie (1)	9,500
B. Estelle Burke (2)	23,000	Maridor (2)	18,500
Bobby & Harvey (2)	14,500	Marmax (2)	19,500
Bright Star (2)	20,700	Martha E. Murley (2)	13,000
Carl Henry (1)	10,000	Mary Anne (2)	20,000
Carol & Estelle (2)	21,600	Mary Canas (2)	3,600
Carolyn & Priscilla (1)	7,200	Mary E. D'Eon (1)	4,000
Catherine & Mary (2)	17,500	Mary J. Hayes (2)	22,000
Catherine T. (2)	28,000	Mary J. Landry (2)	14,500
Charles S. Ashley (2)	19,500	Mary R. Mullins (2)	21,400
Christina J. (1)	9,000	Moonlight (2)	23,200
		Muskegon (1)	6,000
Dartmouth (1)	9,500	Nancy Jane (2)	20,700
David A. (2)	18,000	Nantucket (2)	19,000
Debbie & Jo-Ann (2)	22,500	New Bedford (1)	9,600
Doris Gertrude (2)	21,200	Newfoundland (2)	19,700
Dorothy & Mary (2)	20,200	Palestine (1)	9,000
Eleanor & Elsie (2)	18,000	Pelican Harbor (2)	16,600
Elizabeth N. (2)	25,100	Pelican (2)	15,800
Empire (3)	24,000	Porpoise (2)	17,200
Ethel C. (2)	21,000	Red Start (2)	21,050
Eunice-Lillian (2)	20,500	Ruth Moses (2)	20,300
Fairhaven (2)	21,600	Smilyn' (2)	20,700
Falcon (2)	16,400	Sunapee (1)	7,500
Flamingo (2)	21,000	The Friars (1)	8,000
Fleetwing (2)	20,500	Ursula M. Norton (2)	23,600
Francis J. Manta (1)	6,500	Vivian Fay (3)	27,100
Friendship (1)	10,125	Wamsutta (2)	19,800
Friendship (N.Y.) (1)	4,500	Wm. D. Eldridge (2)	26,800
Gannet (1)	9,500	Wm. H. Killigrew (2)	17,000
Ida K. (1)	11,500		
Janet & Jean (2)	11,800		
Jeannie Ann (1)	2,750		
John G. Murley (3)	27,300		
Josephine & Mary (1)	4,800		

STONINGTON, CONN.

America (5)	11,100	Little Chief (13)	11,400
Bette Ann (10)	8,700	Marise (14)	17,000
Carl J. (8)	19,900	Mary A. (5)	5,100
Carol & Dennis (1)	1,400	Mary H. (4)	1,200
Carolyn & Gary (10)	16,900	New England (2)	3,700
Catherine (3)	3,400	Old Mystic (9)	13,600
Connie M. (12)	14,800	Our Gang (2)	16,800
Connie (3)	400	Pvt. Frank Kessler (6)	17,000
Eleanor (3)	400	Rita (7)	15,600
Fairweather (15)	25,900	Rose L. (4)	1,000
Five Sisters (4)	1,400	Russell S. (5)	24,700
Irene & Walter (12)	27,200	Theresa (9)	32,400
Jane Dore (16)	12,400	William B. (14)	23,700
Lt. Thomas Minor (5)	4,100		
Lisboa (10)	7,800		

HEAT EXCHANGER RE-TUBING with Cupro-Nickel Tubes



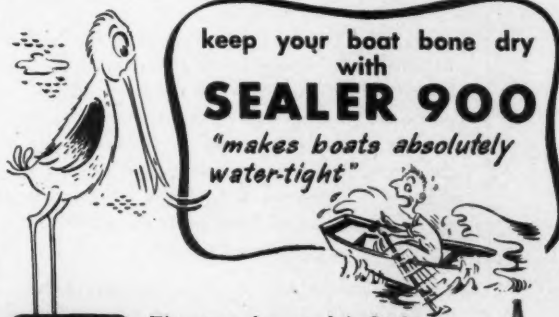
Heat exchangers being re-tubed in the Hudon shop

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GLOUCESTER

Alden (3)	32,500	Lone Ranger (1)	7,000
American Eagle (4)	29,000	Lucy Scolia (4)	56,000
Anna Guarino (9)	25,000		
Ann & Marie (3)	3,000	Madame X (6)	9,000
Annie (5)	8,000	Malolo (4)	232,500
Annie II (1)	500	Margaret Marie (1)	24,000
Anthony & Josephine (7)	56,500	Margie & Roy (2)	2,000
		Margie L. (2)	3,000
Baby Rose (1)	10,000	Maria Immaculata (11)	111,000
Bonaventure (1)	66,000	Marion & Alice (1)	20,000
Brookline (1)	24,000	Maris Stella (1)	140,000
		Mary (12)	43,500
California (2)	66,000	Mary E. (2)	2,000
Carlo & Vince (6)	163,000	Mary Jane (1)	20,000
Carol Jean (1)	8,000	Metacomet (5)	101,000
Catherine (3)	5,000	Michael F. Dinsmore (1)	20,000
Chanco (2)	72,000	Michael G. (3)	26,000
Cigar Joe (2)	13,000	Minkette 1st (6)	5,000
Clipper (1)	18,000	Mother Ann (1)	102,000
Columbia (2)	259,500		
Curlew (1)	165,000	Natale III (3)	69,500
		No More (3)	6,500
Dawn (8)	19,500	Novelty (3)	17,000
Dolphin (2)	128,500	Nyoda (4)	105,000
Dorchester (1)	200,000		
Doris H. (4)	4,000	Ocean Clipper (3)	96,000
Eddie & Lulu M. (10)	16,500	Pioneer (5)	36,500
Eleanor Mae (3)	8,000	P. K. Hunt (1)	60,000
Estrela (1)	190,000	Princess (2)	50,500
Eva M. Martin (9)	19,500	Priscilla (5)	7,000
Eva II (6)	7,500	Providenza (1)	4,500
		Puritan (1)	96,000
Falcon (8)	45,000		
Felicia (1)	130,000	Quincy (1)	200,000
Flow (1)	275,000		
Frances R. (5)	93,000	Rose & Lucy (1)	12,000
Frankie & Jeanne (6)	7,500	Rosemarie (2)	83,000
		Rosie & Gracie (1)	1,500
Gaetano S. (1)	97,000		
Gertrude E. (2)	1,500	Sacred Heart (10)	26,000
		St. Francis (7)	49,600
Hazel B. (1)	15,000	St. John (3)	3,000
Holy Name (4)	112,000	St. Mary (6)	143,500
		St. Nicholas (1)	70,000
Ida & Joseph (2)	50,000	St. Peter (5)	72,000
Immaculate Conception (3)	75,000	St. Providenza (9)	34,000
Intrepid (2)	2,000	St. Rosalie (1)	15,000
Irma Virginia (5)	29,500	St. Theresa (2)	18,000
Isabelle J. II (1)	10,000	Salvatore (1)	1,500
		Salvatore & Grace (3)	42,000
Jackie B. (4)	32,000	Sammy C. (2)	1,000
Jackson & Arthur (6)	21,000	Santa Lucia (4)	11,000
J. B. Junior (1)	20,000	Sea Queen (1)	10,000
Jennie & Julia (1)	1,500	Serafina N. (6)	164,000
Joe D'Ambrosio (4)	10,000	Serafina II (2)	60,000
Johnny Baby (8)	18,500	South Sea (2)	74,000
Josie II (4)	13,000	Superior (1)	25,000
		Sylvester F. Whalen (1)	160,000
Kelpie (2)	3,500		
Killamey (1)	53,000	Theresa M. Boudreau (1)	90,000
Kingfisher (1)	107,000	Trimembral (3)	9,500
Lady of Good Voyage (1)	10,000	Villanova (2)	470,000
Limit (1)	9,000	Vincie N. (1)	3,000
Linda B. (8)	15,000	Virginia Ann (4)	11,000
Little Flower (6)	105,500		
Little Joe (7)	135,500	White Owl (9)	22,500
Lois T. (8)	88,500	Wild Duck (1)	130,000
		Winthrop (1)	190,000

Scallop Landings (Gals.)

550

Nellie-Pet (1)

NEW YORK

Felicia (2)	87,500	Princess (2)	57,200
Golden Eagle (1)	59,000	Tina B. (3)	169,400
Positive (2)	114,300		

Scallop Landings (Gals.)

Beatrice & Ida (2)	2,225	Miriam A. (2)	1,675
Buzz & Billy (2)	1,550	Norseman (2)	1,375
Carol-Jack (2)	2,050	Olive M. Williams (2)	1,250
Catherine C. (2)	2,050	Rainbow (1)	525
Clipper (2)	1,325	Reid (2)	900
Enterprise (2)	1,600	Richard Lance (1)	1,000
Florence B. (2)	1,475	Rosalie F. (2)	1,305
Gloria F. (1)	925	St. Rita (1)	600
Jenny (2)	1,325	S. No. 31 (2)	1,650

Annual World Oyster Production

Nearly 122 million lbs. of oysters are produced annually by the nations of the world, exclusive of Japan. The United States accounts for almost 80 million lbs., which is well over half the world's production.

About half of the oysters produced in the world are like our Eastern oyster. Olympia oysters, or Western oysters, as they are commonly called, are native to our Pacific Coast. They do not attain any great size and make up but a small portion of the world's oyster yield. The Japanese oyster, which is of considerable size, has been introduced into our West Coast waters and shows some prospect of becoming an important seafood in that region.

Connecticut Storm Damage to Fisheries Not Severe

In the storm of early November that drove about 2 ft. of sea water over shore property for several hours, fishermen in the Bridgeport-Norwalk area reported only one dock damaged. That was the former Podzelni dock on the East Norwalk channel of the harbor.

Shoal grounds off Compo Beach in the Westport harbor washed badly and some oyster losses occurred, but shifting of set was pretty well over by the time the storm struck. One Bridgeport bed had stock covered over by sand, but these animals may work themselves out by next Summer.

Chief worry to the oyster industry is the frequency with which such storms have been striking Long Island Sound lately. It has reached the point where a crop can't mature without being struck at some time in its five-year growth by a tempest. This year what set had been found along the Connecticut coast had been shifted for the most part by the time the storm struck, so that the young animals were out in deep water.

Lobsters run in the Rowayton harbor in Norwalk between late April and Labor Day, and as a result the pots were safely stowed away on shore when the storm struck. No damage was reported to boats. A few buoys were knocked down and need replacing, and there is much debris around shops and docks to be cleaned up.

Stonington draggers safely rode out the big storm. Most damage in this port occurred at Cy Amancio's lobster dock in the east harbor. Amancio lost a large number of pots and had big sections of planking torn out of the dock. He since has undertaken a complete renovation of his lobster pound and dock, and is building new facilities.

First Herring Catches

The first herring landed at Stonington appeared the final week of November, with Capt. Jim Lawrence's *Mandalay* making an 18,000-lb. haul. Within several days a catch of 42,000 lbs. came into Longo's dock. No market has opened as yet for the herring, and the fish are going into the junk fish shipments.

It is estimated that more than a half-million lbs. of trash fish went out of Stonington during the month. Whiting and hake, with the usual mixture of sculpin, skate and other trash species, made up the catch.

Market fish landings at Stonington during November totaled 338,700 lbs., which was only a small drop from October, when 374,700 lbs. were netted. Cod became a factor in the landings for the first time this season during November.

Scup continued to be the species caught in largest quantity, with blackback flounder second. Butterfish, whiting, hake, sea bass and a scattering of squid also were hauled.

"Fatima" Damaged by Fire

John Maderia, Bindloss dock manager and owner of the 26' dragger *Fatima*, narrowly escaped injury Nov. 16 when a backfire from the engine set fire to the cabin of the boat while it was tied up at the dock. Maderia had been working on the engine, and had started it for a test when the accident occurred. Damage to the boat was light.

Many Small Lobsters with Egg Pouches

Sonny Fratus, who operates a string of 50 to 75 lobster pots in Fishers Island Sound between Stonington and Noank, reports the appearance of an exceptional number of pound-and-a-half and two-pound lobsters bearing eggs this Fall. Normally it is the larger lobsters that are found with egg pouches, he says. The egg lobsters are turned over to the Noank lobster hatchery, where the State pays the prevailing market price and uses the eggs for artificial propagation purposes.

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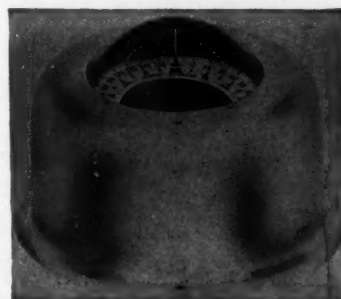
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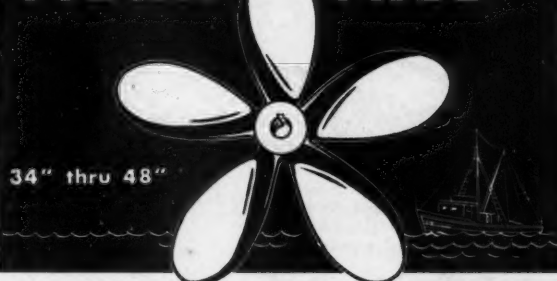


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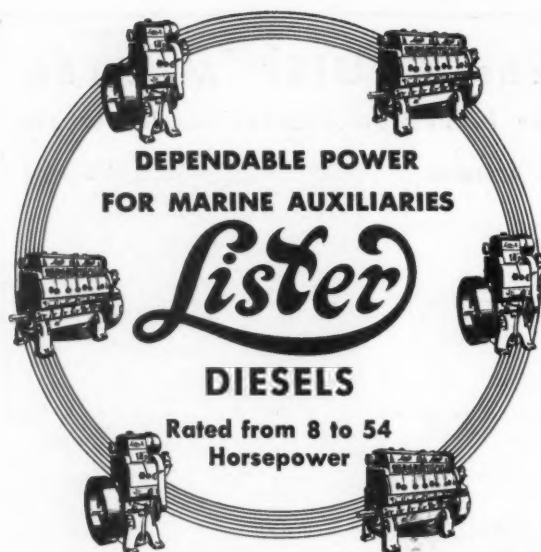
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Provincetown Fishing Fleet Suffers Storm Damage

A total of three Provincetown vessels were put out of commission, two of them probably permanently, in the storm of November 6 and 7. The third was damaged heavily.

A fourth boat, the *Downeaster*, which Joseph Days used to go lobstering, was found sunk at her mooring. The dragger *Liberty*, Capt. Norbet Macara, aided in raising the lobster boat, and she was beached beside Macara's wharf.

For the first time in many years there is no gasoline and fuel oil boat at Provincetown. The storm broke the Texaco boat loose and carried it onto the breakwater. Charles Holway of North Truro, who operated the boat, said he doubted if it would be replaced. Meanwhile, boats are taking on fuel from oil trucks on the wharf.

A 42' double-ended seining boat, which was cut adrift from a Gloucester seiner in the harbor during the storm, was hauled from the vicinity of the breakwater by Coast Guardsmen from Race Point. It was said to be a total loss.

Still on the breakwater November 9 were the dragger *Stella* and the oil boat. The *Aerolite*, which foundered at the Cape Cod Cold Storage wharf, was beached awaiting inspection by underwriters.

Plymouth Dragger Goes Aground

The 60-ft. Plymouth dragger *J. L. Stanley & Sons*, Capt. LeBaron Davis, went aground on Cook's Camps at South Wellfleet November 27, and was still high and dry on the beach December 1.

Capt. Charles T. Forrest

Capt. Charles T. Forrest, 75, a former fishing boat skipper of Provincetown and holder of a Congressional Medal of Honor, died recently after being stricken with a heart attack. Well known along the Atlantic Coast through more than 50 years of fishing, Capt. Forrest was awarded the Congressional Medal of Honor for his share in the rescue of one man from the sinking *F. G. Smith* on November 27, 1898, in Provincetown Harbor.

Fish Affected by Phosphate

(Continued from page 14)

then. A diver, he pointed out, stirs up too much mud from the sea-floor, compared with a free-swimming frogman as camera-operator working safely at depths of 45 meters.

Before the films are made the clarity of the water is measured by submersible instruments. The uses of the camera vary from the now well-known research on performance of trawls and the escape of young fish through the mesh, to examination of the hulls of wrecks. Underwater lighting units have been developed for working in dirty harbors, and the field is rapidly being developed for hydrodynamic observations of propeller cavitation, with short exposures and flash discharges.

It was strongly emphasized during Dr. H. Barnes' (Marine Biological Association, Millport, Scotland) discussion on underwater television that these new methods are not replacing completely the older methods of studying the sea-bottom, but are supplementing them by enabling scientists to see things happening at the very time they are taking place. The chief trouble at present is the high cost of the apparatus.

Knowing the size of the screen and the depth of focus, it is possible to make quantitative estimates of the numbers of small animals in an area. Obviously, however, the future uses of underwater TV are more likely to aid biological research than practical fishing.

Locating Fish with Echo-Sounders

The development of echo-sounding technique was described by R. E. Craig, senior science officer, Aberdeen Marine Laboratory, Scotland, after he had paid tribute

to skipper Ronald Balls of Yarmouth, who in 1935 discovered the use of this technique for detecting herring, followed later by the Norwegian discovery of its detection of cod.

In spite of intensive work in many countries, it is often difficult to determine what kinds of fish are present, said Mr. Craig. Local knowledge is required to get the best out of the machine, and very little data is yet available on the strength of echo to be expected from particular fish or other organisms.

The most immediate scientific application of the machine, he said, is to survey pelagic fish populations—in Britain, the herring, pilchard, sprat and mackerel. At a relatively low cost, this method of study will increase knowledge of the distribution and movements of these fish. It also can be used to study the effects of sounds and lights on fish movements, and by indicating depth of shoals, any change in their natural environment.

One problem is to solve the origin of echoes found at about 300 meters depth in the ocean on the edge of the Arctic and Antarctic. They appear almost continuously from the Deep Scattering Layer, as it is called, and are attributed to living things, possibly crustaceans or small oceanic fish. The layer shows a vertical migration, rising at night almost to the surface, and descending by day to the typical depth.

By the use of Asdic, the Norwegians have been able to start an immense deep-water fishery in the Norwegian Sea and east of Iceland. The echo-sounder's aid to the herring industry was compared to the importance of the introduction of steam power on the fishing boats. By allowing vessels to seek out the shoals instead of relying on traditional areas that sometimes have failed them, Asdic is making the herring fishery a more reliable form of employment.

Marine Lubricating Oil

(Continued from page 12)

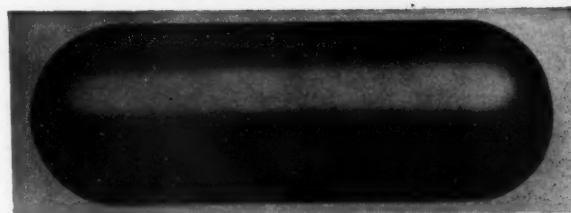
marine oils, helps the user obtain maximum performance from the lubricant, and from the machine as well. The company's engineering service often saves the user many more dollars than the cost of the lubricant for an entire year.

For example, the crosshead and crank pin bearings of the main engine on board one ship were burning out at frequent intervals. As a result of suggestions made by the oil supplier's engineers, the oil grooves on these bearings were changed and bearing failures stopped. The cost of new bearings to replace those burned out was more than the yearly cost of all the lubricants used on the vessel.

Recommended Purchasing Practice

With his own, or the oil companies' engineers, the operator should determine desired standards of performance for his particular equipment and operating conditions, and then require suppliers to meet these standards with branded products whose quality, suitability, and uniformity are warranted. Such a purchaser relies on the oil companies' research for the development of manufacturing skill and engineering test procedures. He relies on the integrity and reputation of the oil companies' brands as the best means of assuring maximum performance at minimum cost.

Standards of performance usually can be determined by analyzing the effect of the lubricant on reliability, maintenance and power consumption. Having established a standard of performance, the purchaser then can require the suppliers to meet those standards with brands whose uniformity can be relied on. Having purchased a branded product, a boat operator then is assured of the supplier's desire to make that product perform at its best by providing engineering service that will instruct operators with respect to its application and practices that lead to correct lubrication.



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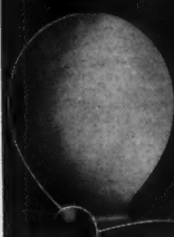
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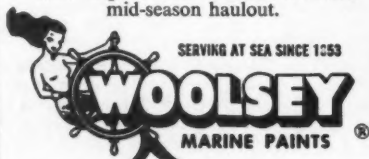
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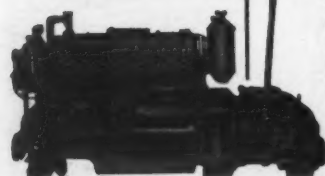
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Canadian Report

By C. A. Dixon

Government to Survey Fish Plants

As a preliminary step towards an improvement in quality standards and inspection of fish generally, the Canadian Department of Fisheries is commencing a survey of plants now producing fish for interprovincial or international trade. The survey will be made jointly by members of the Inspection Service of the Department and members of the Fisheries Research Board.

Along with the survey will be a critical examination of existing standards and techniques for fish and fish products, and a consideration of new or improved standards which might be applied even to those species and products not subject to official inspection at present.

Enjoying Good Lobstering

Although handicapped by a scarcity of suitable lobster bait, fishermen of Southern New Brunswick have enjoyed ideal weather conditions for trapping ever since the Fall season began on November 15. Almost calm weather prevailed for the greater part of the time, permitting the regular hauling of the traps in all districts.

The overall catch the first few days was very satisfactory, but a run of very full tides caused a dropping off in landings by the middle of the first week. The price of 42 cents a pound paid to the fishermen helped maintain fairly satisfactory income from the work. This Fall lobstering has formed the principal source of earnings for a number of fishermen who abandoned other non-profitable branches of the fisheries in favor of lobstering.

So far there has been no damage to traps or gear through heavy storms, but if such occurs the fishermen will benefit from the recently-established Federal Government insurance against loss and damage.

The cream of the lobster catch each year is obtained during the first two weeks of fishing. After that and during the Winter when traps are moved further offshore, fewer of the shellfish are caught, and far greater difficulty is experienced in tending the traps set in very deep water, chiefly around the Murr Ledges near the mouth of the Bay of Fundy.

Few Boats Engaged in Scallop

Comparatively few boats are engaged in the scallop fishery this Fall in southern New Brunswick. At the first of the season fairly good quantities were obtained by the draggers, but the low price of 40 cents a pound cut profits to a minimum degree. Later landings fell off, and not much profit is being made at the time of writing. Most of the fishermen rigged up lobster traps this year, and are following that branch of the fisheries in the hope that they can realize a better income than from scalloping.

A few men are still engaged in hand-lining for pollock, but they land only a few fish each day. The pollock, when slack-salted and dried, bring \$1 each or more. Fishermen at Deer Island are getting 20 cents a pound for their dried pollock, but the supply was nearly exhausted the latter part of November.

John F. Calder

Many people in coastal communities will be sorry to hear of the death at his home in Welchpool, Campobello, of John F. Calder, 83, who for 34 years served as Supervisor of Fisheries in the Southern New Brunswick area, including the counties of Charlotte, Saint John, Albert and parishes in Westmoreland County. He was widely known in the territory extending from Saint John to Portland, Maine, and it was largely through his efforts that a bonus for needy fishermen was obtained.

Vineyard Bailings

By J. C. Allen

We often have read that the capsizing of the whole cussed earth, as science claims, has taken place four to seven times, and we have wondered what sort of a cock-eyed panic resulted among people and things. It begins to look as if we might get some first-hand information, even if it does take thousands of years for a thing like this to take place.

We know that the changes have not been terrific during our lifetime, but they are apparent to most people as of today. What we don't know is how long these things were in operation before we were born. Maybe the climax is close aboard! Who knows?

The varieties of fish taken are the same as always, in the same bearings, but there are not as many anywhere. Besides, this past month has seen the dogfish school in such quantities that they practically drove the fishermen off the grounds.

It is this sort of thing, plus marketing conditions and labor demands, that has caused some of the vessels in the New Bedford fleet to move to the South. We suppose that any skipper or owner who has made this move or who contemplates making it, has informed himself as far as possible first. And if he has, well it is not so easy for us to see how it came that he was encouraged to shift his moorings.

From our own information, it would not seem like the best prospect on earth to head to the sutherland and go shrimp fishing. We would expect to find flies in the ointment and roaches in the gravy, and we fear that some of these lads will be disappointed.

Locally, the shellfishing is something that offers a promise. As far as supply is concerned, we believe that we can see a definite improvement from some years ago, and certainly we have more shellfish beds and productive ones than used to be the case. We know that we can further improve these beds and even create more, and we anticipate that all this eventually will come to pass.

What we are not so certain or so optimistic about is the shellfish market. Insofar as quahaugs or hard clams are concerned, the little neck holds its own as to price and demand better than almost anything in the shape of grub that comes out of salt water.

But a lot of our folks have grown up and grown old in the expectation of making an annual clean-up on the bay scallops. This is not strange when prices of years ago are considered. Seven to thirteen dollars a gallon have frequently been quoted in our own column, but not any more.

Now the reason for this is not any lowering of the quality of bay scallops, but it is like everything else; when there is plenty, the demand drops or the price falls, and it can't be helped. The quantity of bay scallops reaching the market today is greater by far than it used to be. Even the quantity from our own beds, because there are more.

In addition, it has not escaped our notice that the run of sea scallops has been smaller for months, maybe the better part of a year, and there are many people who could not distinguish between a bay scallop and a small sea scallop.

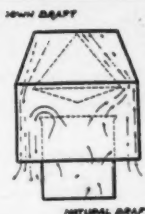
On top of all that, bay scallopers have been operating in this general area for nearly three months as we write up this log. And all the while there has been nothing but warm weather. An occasional frost has brought the lowest temperatures that most places have felt. Scallops do not keep well in warm weather, and it would be almost prohibitive for most bay scallopers to ice and pack their take.

If warm Autumns are to be the rule, following the hot Summers, then it is quite fair to expect more and more bay scallops, unless, of course, the weather brings in some new and unknown pest that knocks seven bells out of the prospects.



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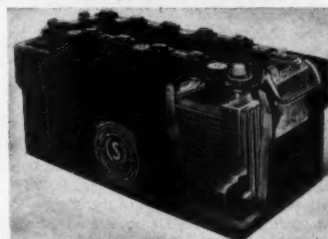
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SEARCHLIGHTS
Portable Light Co., Inc., 216 William St., New York 7, N. Y.

SHIPBUILDERS
Blount Marine Corp., Warren, Rhode Island
Conrad Industries, Morgan City, La.

Diesel Engine Sales Co., Inc., St. Augustine, Fla.

Harvey F. Gamage, So. Bristol, Maine.

Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.

Morehead City Yacht Basin, Inc., Morehead City, N. C.

Frank L. Sample & Son, Inc., Boothbay Harbor, Me.

Southwest Boat Corp., Southwest Harbor, Me.

SILENCERS
John T. Love Welding Co., 31 Wharf St., Gloucester, Mass.

STEERING GEAR
The Edson Corp., 141 Front St., New Bedford, Mass.

Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS
"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.

Hathaway Machinery Co., Inc., New Bedford, Mass.

TRAWL DOORS
Industrial Blacksmith Shop, 107 Eastern Ave., Gloucester, Mass.

VOLTAGE REGULATORS
The Safety Car Heating & Lighting Co., Inc., Marine Div., P.O. Box 904, New Haven 4, Conn.

WINCHES
Bodine & Dill (formerly Hettinger Engine Co.), Bridgeton, N. J.

Hathaway Machinery Co., Inc., New Bedford, Mass.

Ideal Windlass Co., East Greenwich, Rd. Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

WIRE ROPE
American Steel & Wire Division, United States Steel Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio.

John A. Roebbling's Sons Co., Trenton 2, N. J.

Wickwire Spencer Steel Division of The Colorado Fuel & Iron Corp., Palmer, Mass.

Nautical Facts

Courtesy of "Proceedings of the Merchant Marine Council"

Q. How long is a nautical mile?

A. The nautical mile is 6,080 feet, being for practical purposes the length of 1 minute of arc of any great circle, such as a meridian or the equator.

Q. Will the mere washing of a gasoline tank free it of gases?

A. No. It should be well ventilated also.

Q. What is the difference between a revolving, a flashing and an occulting light?

A. A revolving light shows a light gradually increasing and decreasing in its intensity during the period of its display. A flashing light shows to its full intensity during its whole flash period. The duration of the flash is always shorter than the eclipse. An occulting light is a continuous light suddenly and totally eclipsed at regular intervals; the duration of the light being always greater than, or equal to the eclipse.

Q. State under what circumstances you may expect the deviation to change.

A. It will change by altering a course steered for a long time, also by change of latitude, cargo of iron, collision, stranding, shock from heavy seas, heeling over, gunfire, alteration in structure of the ship, in some cases shifting of ventilators or booms. It also will change in a new ship.

Q. When splicing wire, in which direction should the marlin spike point be?

A. The marlin spike point always should be away from the body.

Q. What lights should you display on a lifeboat at sea at night?

A. From sunset to sunrise, the boat's lantern should be hoisted as high as possible on the mast or on a spare oar.

Q. If it were necessary to jump from the ship into burning oil would it be possible to avoid being burned?

A. Yes. The following procedure has been tested and proved successful: jump feet first through the flames; swim as long as you can under the water; then, spring above the flames and breathe, using the breast stroke to push the flames away; next, sink and swim under water again. Men have been able to navigate up to 200 yards of burning oil in this manner. To be able to do this, however, you will have to remove your life belt and other cumbersome clothing.

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